Development Services Department
Environmental Coordinator
450 110th Avenue NE
Bellevue, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	FANA Four 106
LOCATION:	350 106th Avenue NE
FILE NUMBERS:	19-130395-LP, 19-130426-LD
PROPONENT:	Timothy Bissmeyer, Collins Woerman

DESCRIPTION OF PROPOSAL:

A two-phase Master Development Plan application to replace 3 existing office buildings with a 21-story office tower and a 5-story office building with ground floor active use and approximately 966 underground parking stalls. Design Review for 21-story office tower at intersection of NE 4th Street and 106th Avenue NE, and a 1-story retail pavilion, frontage, and other improvements on the Key Bank site prior to redevelopment of the Key Bank site with the 5-story office building.

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision.

DATE ISSUED: 5/27/2021

APPEAL DATE: 6/10/2021

A written appeal must be filed in the City Clerk's Office by 5 p.m. on the appeal date noted above.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project) or if the DNS was procured by misrepresentation or lack of material disclosure.

Issued By: Elizabeth Stead **for** **Date:** May 27, 2021
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	FANA Four 106
Proposal Address:	350 106th Avenue NE
Proposal Description:	A two-phase Master Development Plan application to replace 3 existing office buildings with a 21-story office tower and a 5-story office building with ground floor active use and approximately 966 underground parking stalls. Design Review for 21-story office tower at intersection of NE 4th Street and 106th Avenue NE, and a 1-story retail pavilion, frontage, and other improvements on the Key Bank site prior to redevelopment of the Key Bank site with the 5-story office building.
File Numbers:	**19-130395-LP** **19-130426-LD**
Applicant:	Timothy Bissmeyer, Collins Woerman
Decisions:	Process II, Combined Master Development Plan, Design Review and SEPA Threshold Determination of Nonsignificance
Planner:	Mark Brennan, Associate Planner
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) *Elizabeth Stead* Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: *Elizabeth Stead* Elizabeth Stead, Land Use Director

	Master Development Plan	Design Review
Date of Application:	November 23, 2019	
Notice of Application (NOA):	January 23, 2020	
Public Meeting:	February 6, 2020	
Re-Noticed NOA	May 28, 2020	
Decision:	May 27, 2021	
Appeal Deadline	June 10, 2021	
MDP Expiration	May 27, 2031 (10 years)	

Information on how to appeal a proposal can be found by calling (425) 452-6864 or by visiting (https://bellevuewa.gov/city-government/departments/development/zoning-and-land-use/public-notices-and-participation/participating-in-a-land-use-decision. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. *To file an appeal, please e-mail to: cityclerk@bellevuewa.gov and cc hearingexaminer@bellevuewa.gov, or mail to Bellevue City Hall, Attn: City Clerk, P.O. Box 90012, Bellevue, WA. 98009-9012. Any appeal of the Decision must be received by the City Clerk's Office no later than 5 PM on the date of the appeal deadline noted in the decision.*

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Attachments

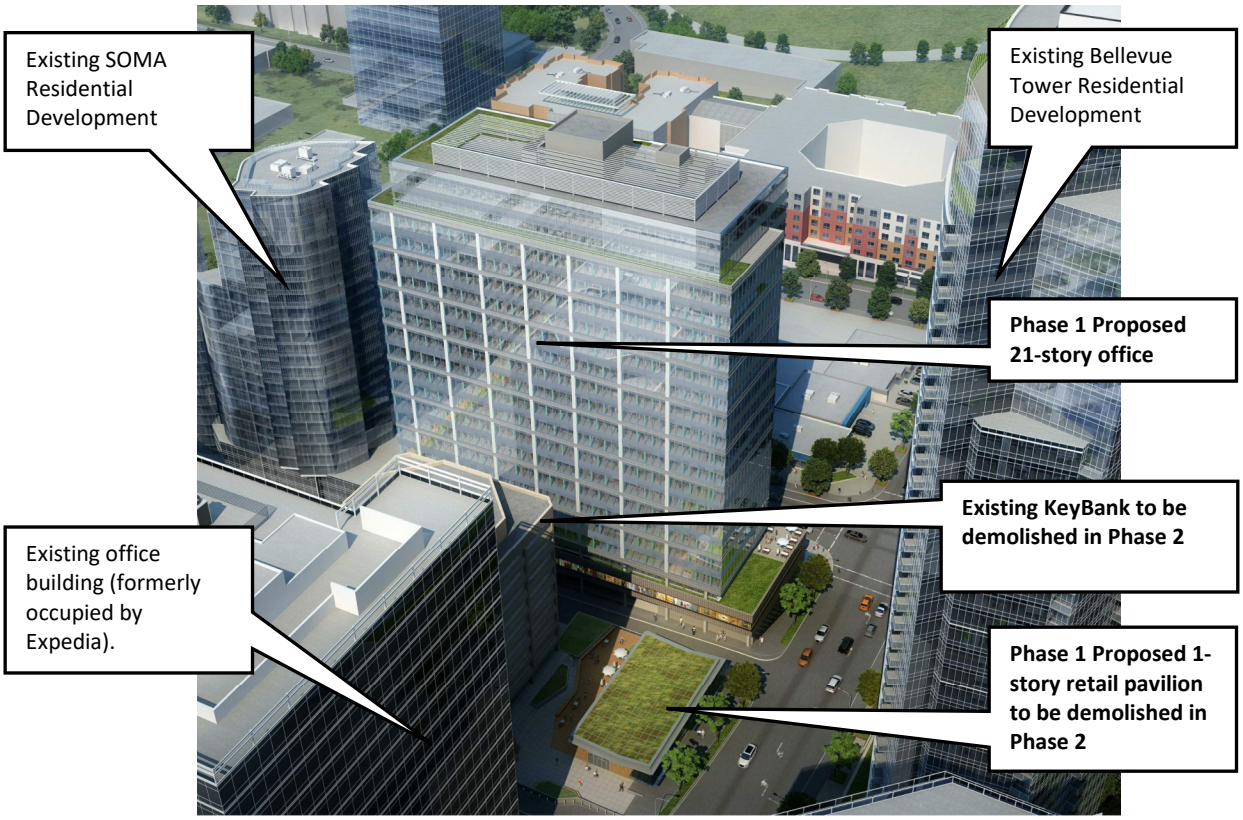
A. SEPA Checklist
B. Comprehensive Plan Matrix and Downtown Design Guidelines
C. Administrative Departure Request Forms (includes TENW Memorandum regarding reduced parking departure.)
D. Certificate of Concurrency
E. Republic Services Approval Letter
F. Project Drawings (Selected sheets. Complete drawings located in Project File.)

I. REQUEST/PROPOSAL DESCRIPTION

A. Request

The applicant requests approval of a combined Master Development Plan (MDP), Administrative Design Review and Threshold Determination of Non-significance (DNS) under the State Environmental Policy Act (SEPA) approval to demolish three existing buildings and a portion of an above-grade parking structure to construct a two-phased development that will include two office buildings with below-grade parking and ground floor active uses. Site improvements will include utility infrastructure, street frontage improvements, site landscaping and a through-block pedestrian connection. The subject site is composed of two separate parcels under one ownership that together will form one project limit for the MDP. The western parcel is located to the southeast of the intersection of 106th Avenue NE and NE 4th Street and the eastern parcel fronts onto NE 4th Street and will be referred to as the KeyBank site in this report. Both parcels are within the Downtown Office 2 South (DT-O-2-S) Land Use District and together are 90,697 SF (approximately 2.1 acres) in size. Phasing of the MDP is planned to occur over a period of ten (10) years. The applicant has requested extended vesting for the MDP of ten years to accommodate the Phase 2 development. **Refer to Section XII.A for Conditions of Approval regarding Vested Status of Master Development Plan.**

Figure 1: Phase 1 MDP Aerial View to the Southwest Along NE 4th Street



1. **Master Development Plan (MDP):** Under the MDP, the applicant will combine two existing properties into a single project limit with an area of 90,697 SF. The existing properties include the 40,386 SF property at 340 106th Avenue and, to the east, across an existing

private alleyway, a 50,311 SF property at 10655 NE 4th Street (the KeyBank site). The KeyBank site is currently developed with the KeyBank office building and associated above and below building parking. Through the MDP, the applicant seeks to combine the two properties in order to utilize unrealized development potential (FAR) on the KeyBank site to achieve the maximum FAR for the proposed development on the 106th Avenue NE parcel. However, the approval of the MDP will require existing non-conforming conditions on the KeyBank site to be brought into compliance with the current Downtown Code as described in Section III of this report below.

a. **Phase 1** of the MDP will include a 496,939 Gross Square Foot (GSF) 21-story office tower with 7 levels of below-grade parking and ground floor amenities on the 106th Avenue NE parcel, and a 2,629 GSF 1-story (interim) retail pavilion and outdoor plaza at 10655 NE 4th Street. These will be added to the existing Key Bank building along with alterations to the existing parking structure. A new through-block pedestrian connection running west to east along the southern edge of the development will be provided. Phase 1 will be reviewed under the Design Review application submitted as part of this proposal and is described in detail below.

b. **Phase 2** of the MDP will include redevelopment of the KeyBank property to include the demolition of the retail pavilion and outdoor plaza to construct a potential 147,563 GSF 5-story office building with 3 levels of below-grade parking, ground floor retail along NE 4th Street. The applicant has provided preliminary information regarding Phase 2 for the purposes of the MDP; however, review of the Phase 2 development will occur under a separate Design Review application.

Figure 2 - MDP Phase 1 Plan Overview

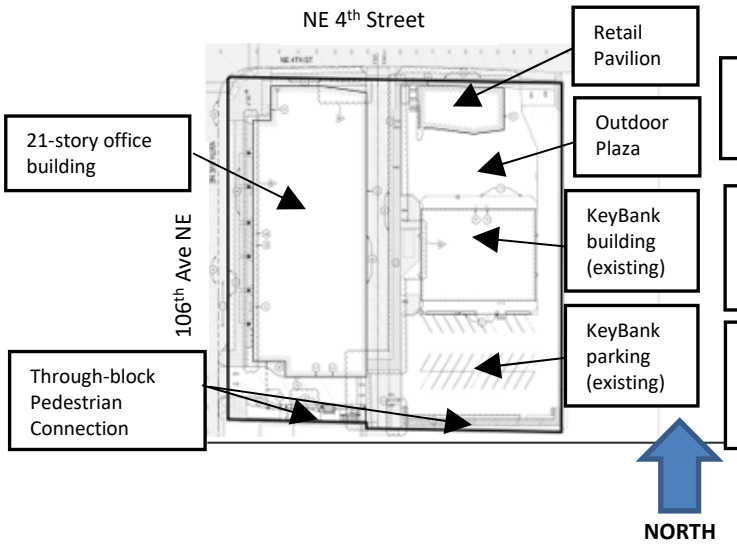
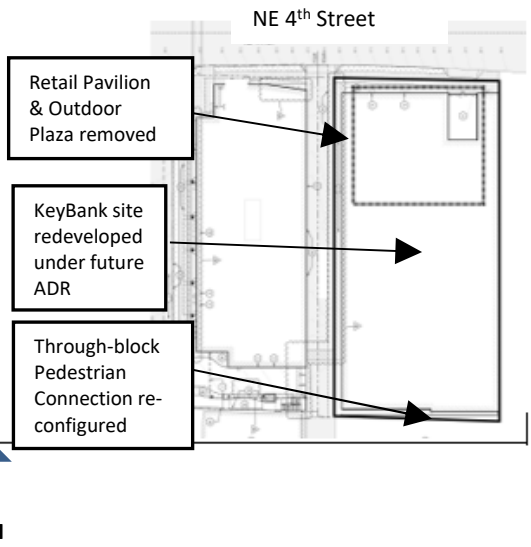


Figure 3 – MDP Phase 2 Plan Overview



2. **Administrative Design Review:** The applicant also requests Design Review approval and a Threshold Determination of Nonsignificance under the State Environmental Policy Act (SEPA) to construct Phase 1 of the MDP, which will include the demolition of three existing single story office buildings and include the construction of a 496,939 gross square foot (GSF) 21-story office tower at the corner of 106th Avenue and NE 4th Street, and the 2,629 GSF 1-story retail pavilion on the KeyBank site. The 21-story tower will be comprised of 19 floors of office use over a 2-story podium and 7 levels of below grade parking with 605 parking stalls. The existing Key Bank site, after alterations to bring the site into conformity will include approximately 101,725 GSF of combined office and existing retail use and 292 parking stalls. The Phase 1 site is comprised of two existing parcels at 320 and 350 106th Avenue NE. The interior property line between the two parcels will be removed prior to construction through a Boundary Line Adjustment (LW) Permit that is currently in process. **Refer to Conditions of Approval regarding Design Review Modifications in Section XII.A, Boundary Line Adjustment in Section XII.C and FAR Amenity Bonus and Project Approval Recording in Section XII.D of this report.**

   a. **Administrative Departures**
      As part of the Design Review process the applicant has requested the following Administrative Departures that will be discussed further in Section V of this report:
      - Build-to Line
      - Tower Separation
      - Parking ratio reduction
      - Compact parking stalls

B. Background

The project proposes to utilize FAR from the KeyBank (eastern) portion of the site within the Four106 (western) portion of the site. However, the existing KeyBank office building, parking garage, and associated site improvements do not conform to the current Land Use Code. In order to utilize FAR from the KeyBank site, the applicant is required to bring the site conditions into conformity. In December 2019 the applicant requested a formal Code Interpretation (Permit # 19-131714-DA) to dispute the need to bring the KeyBank portion of the site into conformity with the current Land Use Code. Staff provided a Code Interpretation that required that the current Land Use Code requirements be applied to the KeyBank site when utilizing its development potential (FAR). This Interpretation was appealed to the Hearings Examiner and the Hearings Examiner supported the City's position. per the decision issued on December 7, 2020.

Both the Master Development Plan and Administrative Design Review proposals comply with the Interpretation given by the City and supported by the Hearings Examiner decision.

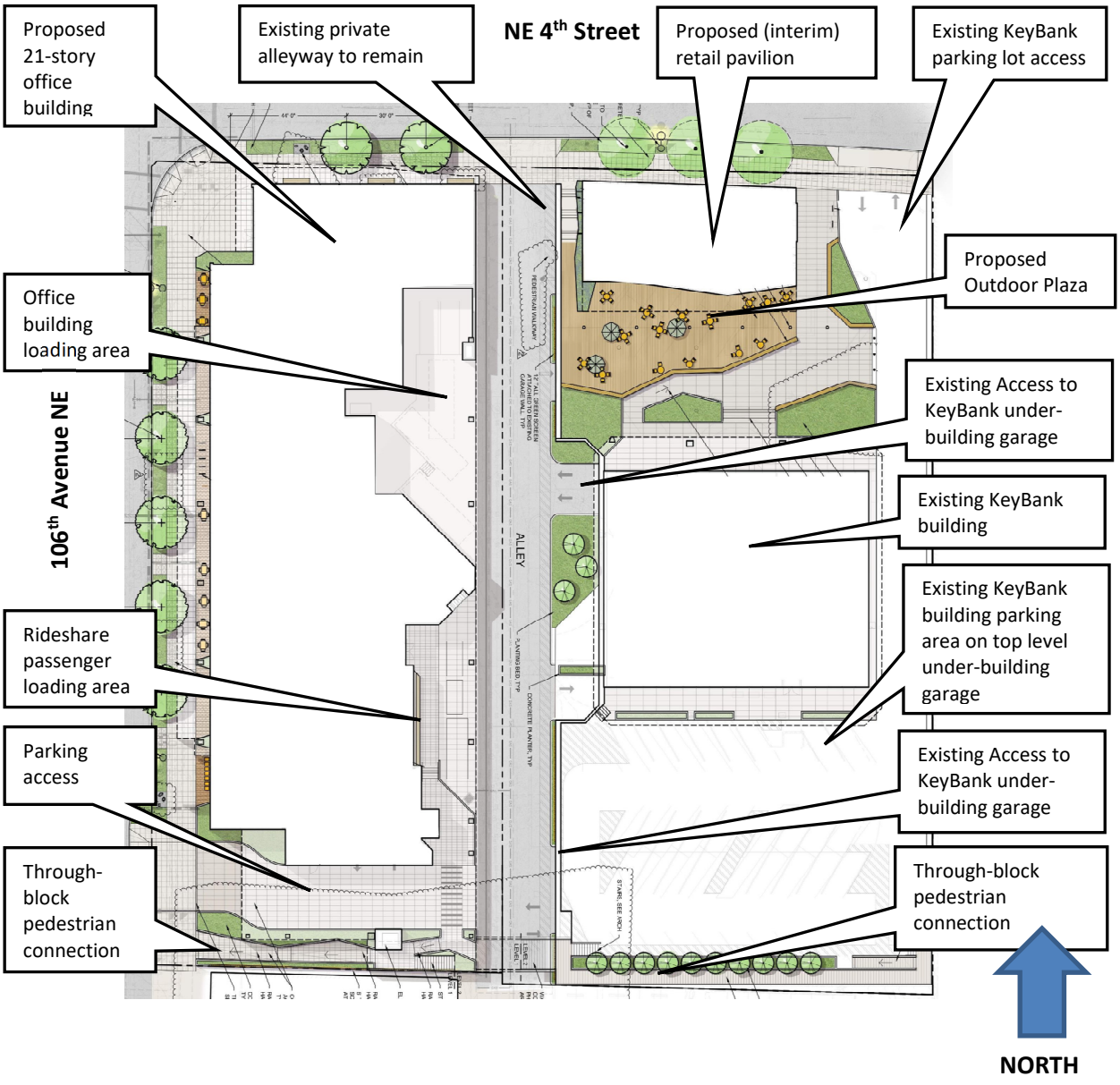
C. Master Development Plan Proposal Description

Per Land Use Code 20.25A.030.B, applications for an MDP should identify proposed building placement within the project limit and demonstrate compliance with specific development requirements and standards pertaining to dimensional requirements, parking, pedestrian circulation, open space and landscape. The subject application has met all of these MDP requirements, as described below and throughout the remainder of this report.

1. **Site Design**
   a. **Streetscape/Landscape Development**

The MDP site is bounded by 106th Avenue NE to the west and NE 4th Street to the north. The proposal incorporates required street frontage improvements along both rights-of-way. Detailed designs of each frontage will be reviewed under each phase of development. Upon completion of Phase 1, vehicle access to the site will include a new curb-cut and driveway to below-grade parking for the new 21-story office building off 106th Avenue NE, while garage access to the existing KeyBank building along NE 4th Street will remain at its current location off the internal shared private alleyway that connects NE 4th Street with NE 2nd Street. At the completion of Phase 2 the locations of the two vehicular access points will remain, with the only change being a new driveway to the below-grade parking for the redeveloped KeyBank property. **Refer to Transportation comments in Section VII of this report for additional discussion**.

Figure 4 – MDP Phase 1/DESIGN REVIEW Site Plan



b. Outdoor Plaza

The proposed Phase 1 development includes the provision of a 7,650 SF Outdoor Plaza on the KeyBank site, of which 4,170 SF will be counted as a Bonus Amenity to achieve the maximum FAR for the 21-story office building development on the adjoining property along 106th Avenue NE. Pedestrian access to the plaza will be provided from NE 4th Street by a 12' wide path along the plaza's east edge and by stairs along the plaza's west edge. The outdoor plaza will include built-in seating, landscaping and paved area for use by the public. It will also include a wood deck for gathering and eating directly adjacent to the retail pavilion along its north edge. **Refer to Conditions of Approval regarding Outdoor Plaza Easement in Section XII.D of this report.**

Figure 5: Phase 1 Outdoor Plaza Plan

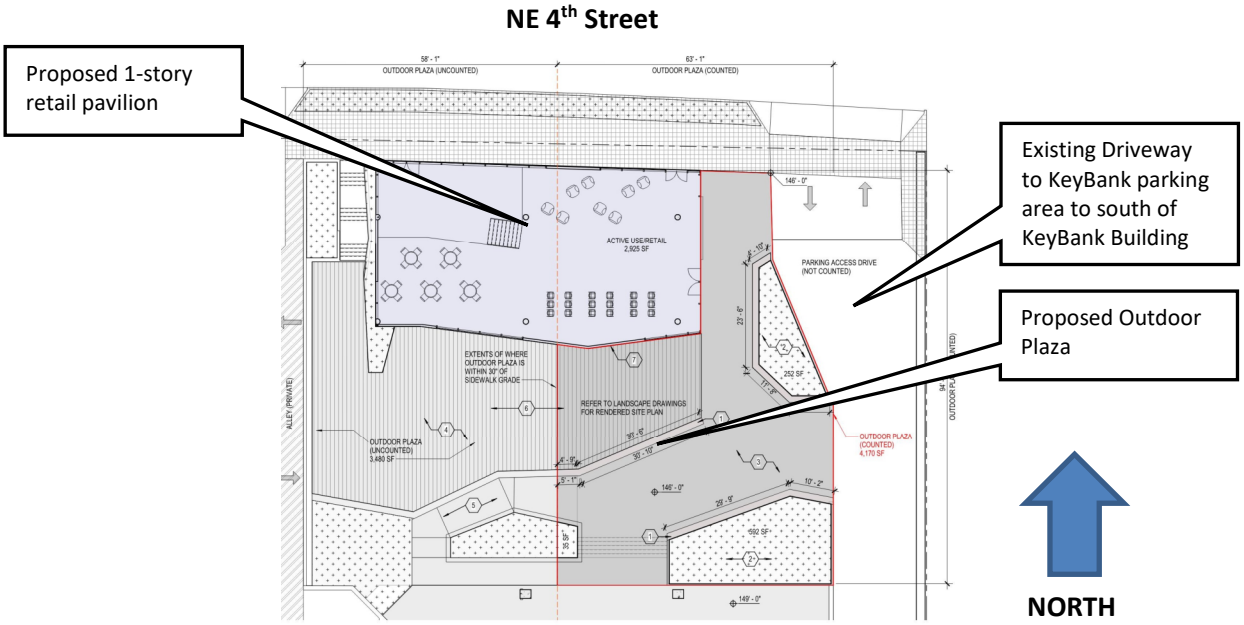


Figure 6 - Outdoor Plaza View from the east

c. Pedestrian Circulation/Through-Block Pedestrian Connection

Additionally under Phase I of the MDP, a new required east-west through-block pedestrian connection will be provided along the southern edge of the development, beginning at the site's southwest corner at 106th Avenue NE and running to the southeast corner of the existing KeyBank property, where it will connect with a new portion of the existing north-south pedestrian connection along the west edge of the adjoining property at 333 108th Avenue NE. This connection will be provided when construction of the development at 305 108th Avenue NE is completed. **Refer to Condition of Approval regarding Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connections in Section XII.D of this report.**

Phase 1: At 106th Avenue NE the through-block pedestrian connection will slope upward via an Americans with Disabilities Act (ADA) accessible ramp to a landing where a pedestrian bridge can be accessed either by an elevator or stairs. After crossing over the private alleyway, the through-block connection will ramp downward and continue across the existing KeyBank parking structure and will connect with a new portion of the existing north-south pedestrian connection with the construction of the development at 305 108th Avenue NE (the Parq House)on the adjoining property.

Phase 2: Under a future Design Review application, the KeyBank property will be re-developed, and the existing parking structure will be demolished. The through-block pedestrian connection will be re-configured and the design will be reviewed under the future Design Review application for the redevelopment of the entire KeyBank property.

Figure 7 - Through-block Pedestrian Path - - View of Stairway, Elevator and Bridge

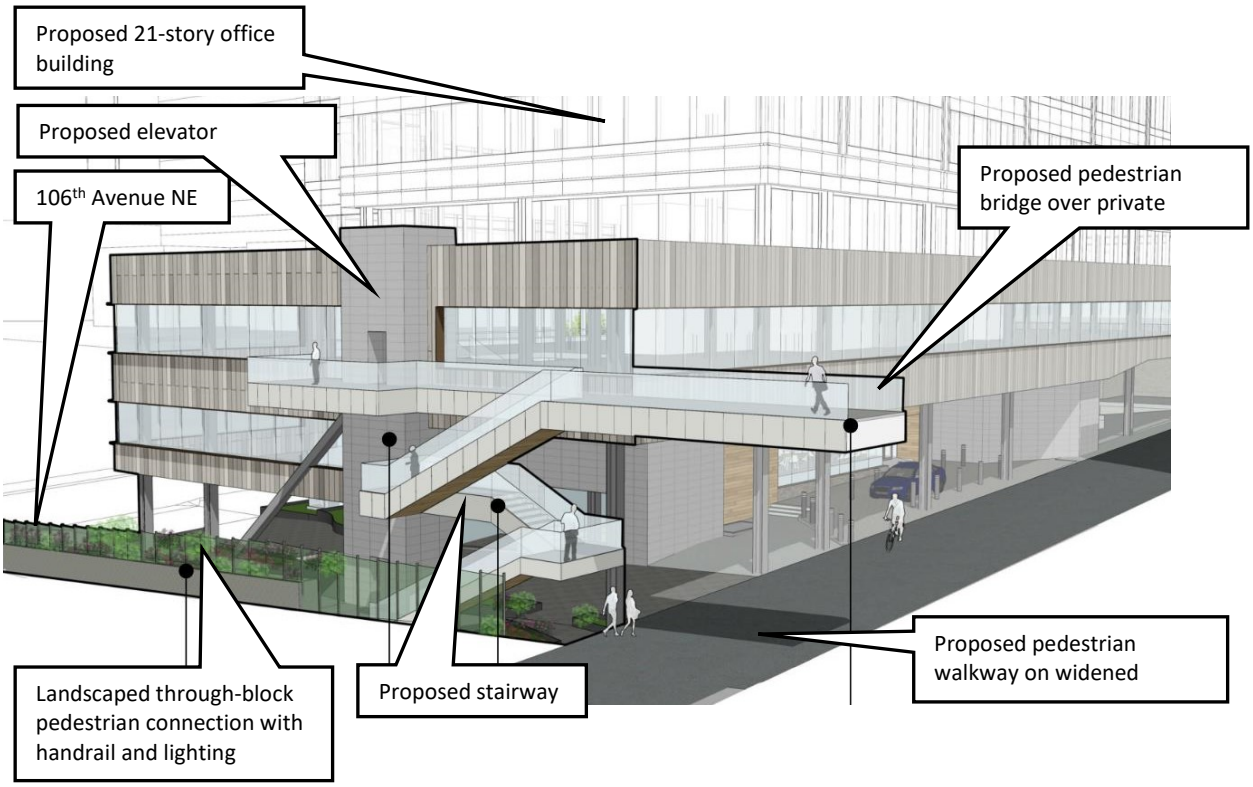
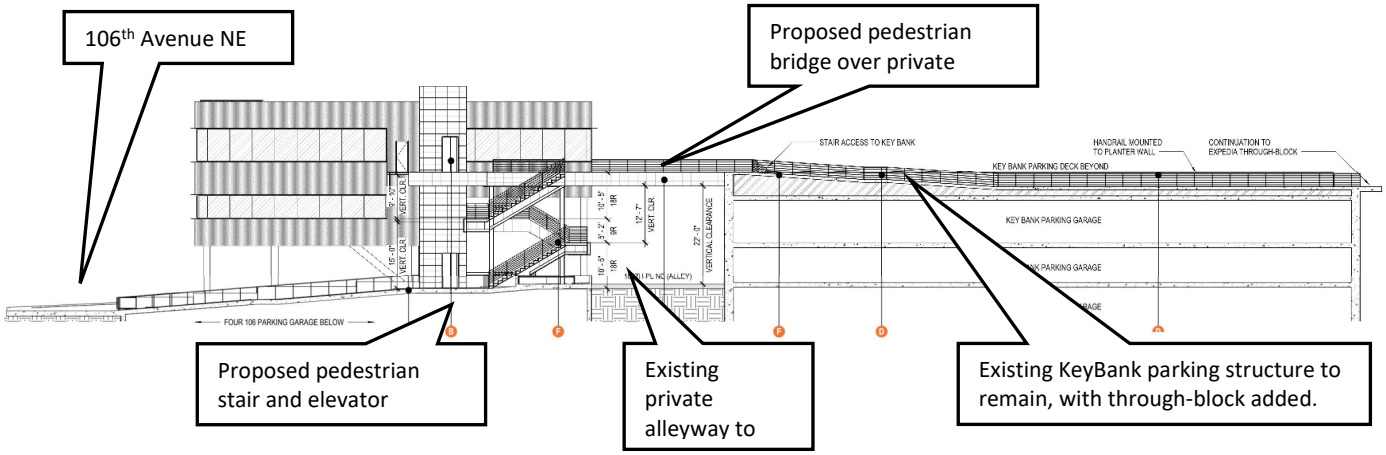


Figure 8 - Phase 1 Through-block Pedestrian Path



2. Building Design

Phase 1 of the MDP will include the construction of the new 21-story office building along 106th Avenue NE and the new 1-story retail pavilion along NE 4th Street on the existing KeyBank property. The existing KeyBank building will remain until Phase 2. Under Phase 2, the KeyBank building, interim retail pavilion and adjoining Outdoor Plaza will be demolished to redevelop the entire property with a new office building and site development, which will be reviewed under a future Design Review application.

Figure 9 - Phase 1 North Elevation

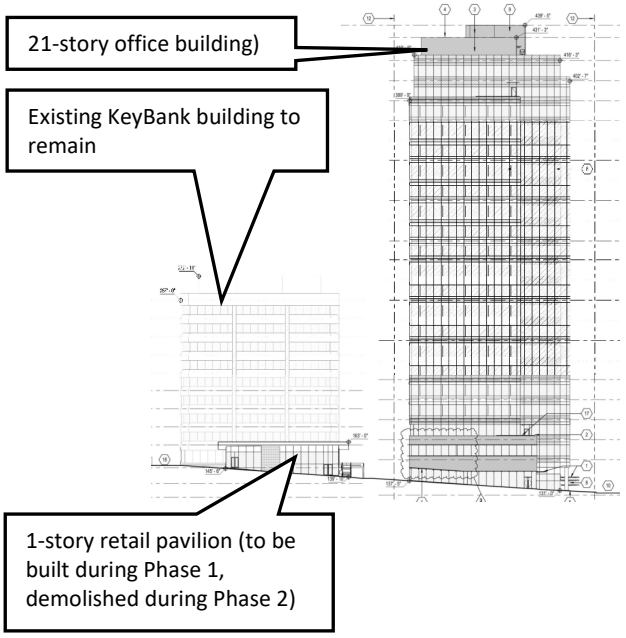


Figure 10 - Phase 2 North Elevation

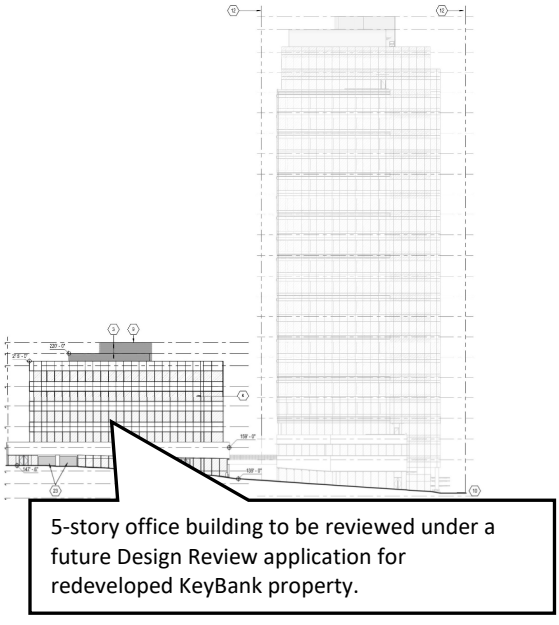


Figure 11 - Phase 1 South Elevation

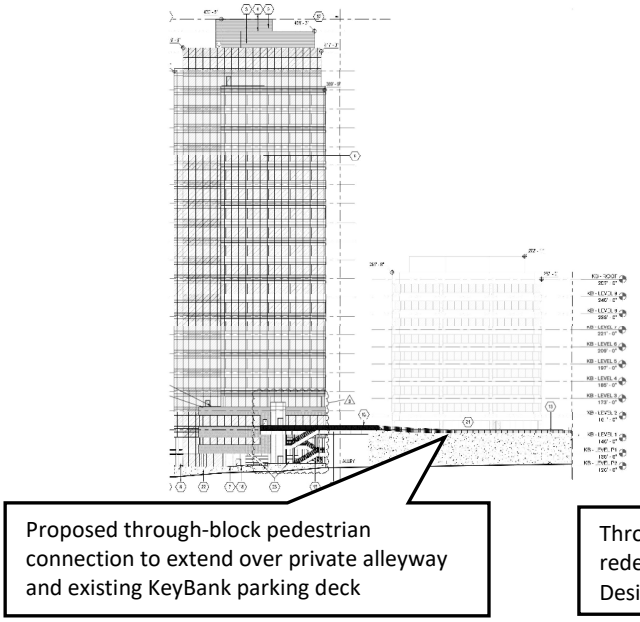
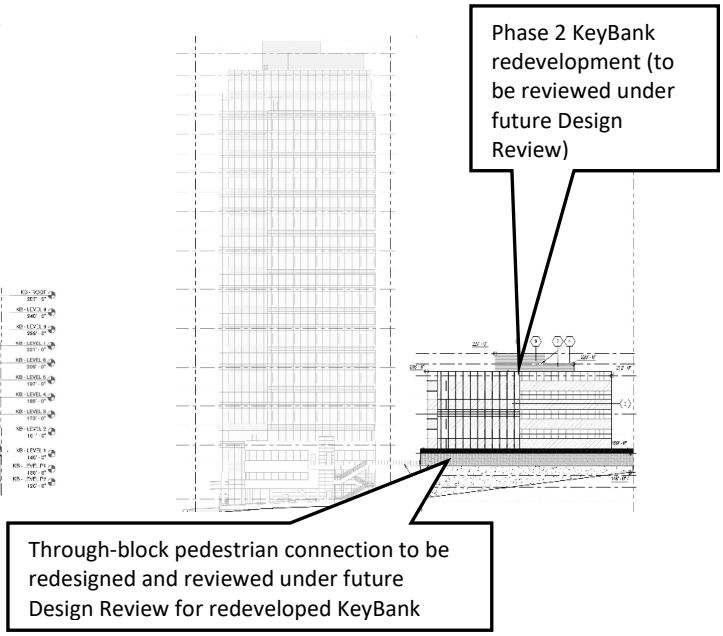


Figure 12 - Phase 2 South Elevation



3. **Phasing:** Phasing of the MDP is planned to occur over 10 years. The Phase 1 Design Review approval will be vested for 2 years as construction will occur following approval of this application, while the Phase 2 Design Review is anticipated to occur in the years following Phase 1. The applicant has requested extended vesting for the MDP of 10 years to accommodate the Phase 2 development. The request for extended vesting meets the criteria in LUC 20.30V.190.B for allowing extended vesting based upon the following:
   - ***The site and size:***
     Finding: The site consists of two existing parcels which, when combined under the MDP will result in a project limit that will exceed 90,000 SF, resulting in a potential development density in excess of 544,000 SF (GFA). The site also includes a change in grade of over 30'.
   - ***The size, scope and complexity of the project:***
     Finding: The MDP will be comprised of 2 phases. Phase 1 - - a 21-story office tower along 106th Avenue NE and modifications to the existing KeyBank parcel along NE 4th Street to include a 1-story retail pavilion, Outdoor Plaza and a portion of the required through-block pedestrian connection on the top level of the existing parking structure. In Phase 2, the existing KeyBank building, retail pavilion and Outdoor Plaza will be demolished to construct a 5-story office building to include the re-configuration of the through-block connection.
   - ***Construction and permitting activity in the vicinity of the project:***
     Finding: To its east, the project site abuts a property at 305 108th Avenue NE that has recently received Design Review approval for the Parq House, a high-rise residential development. Additional future construction and permitting activity within a 2-block radius of the project site will include 10 projects with a combined potential development density of over 11,000,000 SF.

D. Administrative Design Review Proposal Description

1. Site Design

Refer to **Figure 4 - MDP Phase 1/Design Review Site Plan** above for reference regarding the location of the site features discussed below.

a. Vehicle Access: Vehicle access to the site will be provided by a new curb-cut and driveway along 106th Avenue NE at the south edge of the site. The driveway will provide access to the below-grade parking garage for the 21-story office tower and will also provide access for the existing KeyBank garage on the east side of the private alleyway. A building loading area for trash/recycling pick-up will be accessed from the existing north-south private alleyway. The private alleyway will also provide access for Metro Rideshare shuttle buses, which will serve passengers at a loading platform along the east side of the building's podium. **Refer to Conditions of Approval regarding Provision for Loading and Republic Services Access to KeyBank Building and Retail Pavilion in Section XII.A of this report.**

b. Pedestrian Access: Pedestrians will access the office building and adjoining active use spaces from an entry along 106th Avenue NE. Rideshare passengers will access the loading area from the building's interior ground level, from the through-block connection at the site's south edge or from a new pedestrian walkway along the existing private alleyway.

c. Streetscape/Enhanced Streetscape: The streetscapes along 106th Ave NE and NE 4th Street will include 11' wide sidewalks, 5' wide planting strips and street trees, including the retention of an existing street tree on NE 4th Street on the KeyBank property. Along 106th Avenue NE, a small pet relief area will be provided at the southern portion of the site in the planting strip. Both the retail pavilion and office building will provide weather protection canopies that will extend over the sidewalk, and an enhanced streetscape will be provided along the 106th Avenue NE frontage of the office building, to activate the exterior pedestrian environment and promote interaction with the active uses on the building's ground floor. The pedestrian entry to the office building along 106th will be flanked by required Active Uses, including an enclosed plaza to the south and retail to the north, which will wrap the office building and provide pedestrian views of its interior as the sidewalk gains elevation going east.
The applicant will provide 6'-4" deep areas of Enhanced Streetscape along 106th Avenue NE that will include movable seating, decorative paving, landscaping and lighting to activate the streetscape and the pedestrian interaction with the retail and enclosed plaza active uses within. **Refer to Condition of Approval regarding Pet Relief Areas in Section XII.A of this report.**

Figure 13 - Enhanced Streetscape View

2. Building Design

The Phase 1 Design Review will include the 21-story office building on the Four 106 portion of the site and the 1-story retail pavilion on the KeyBank portion of the site as described below:

a. Office Building Design

The massing of the 21-story office building will be composed of a 2-story podium and a 19-story glass-clad tower above.

Figure 14 – View of Office Tower from northwest

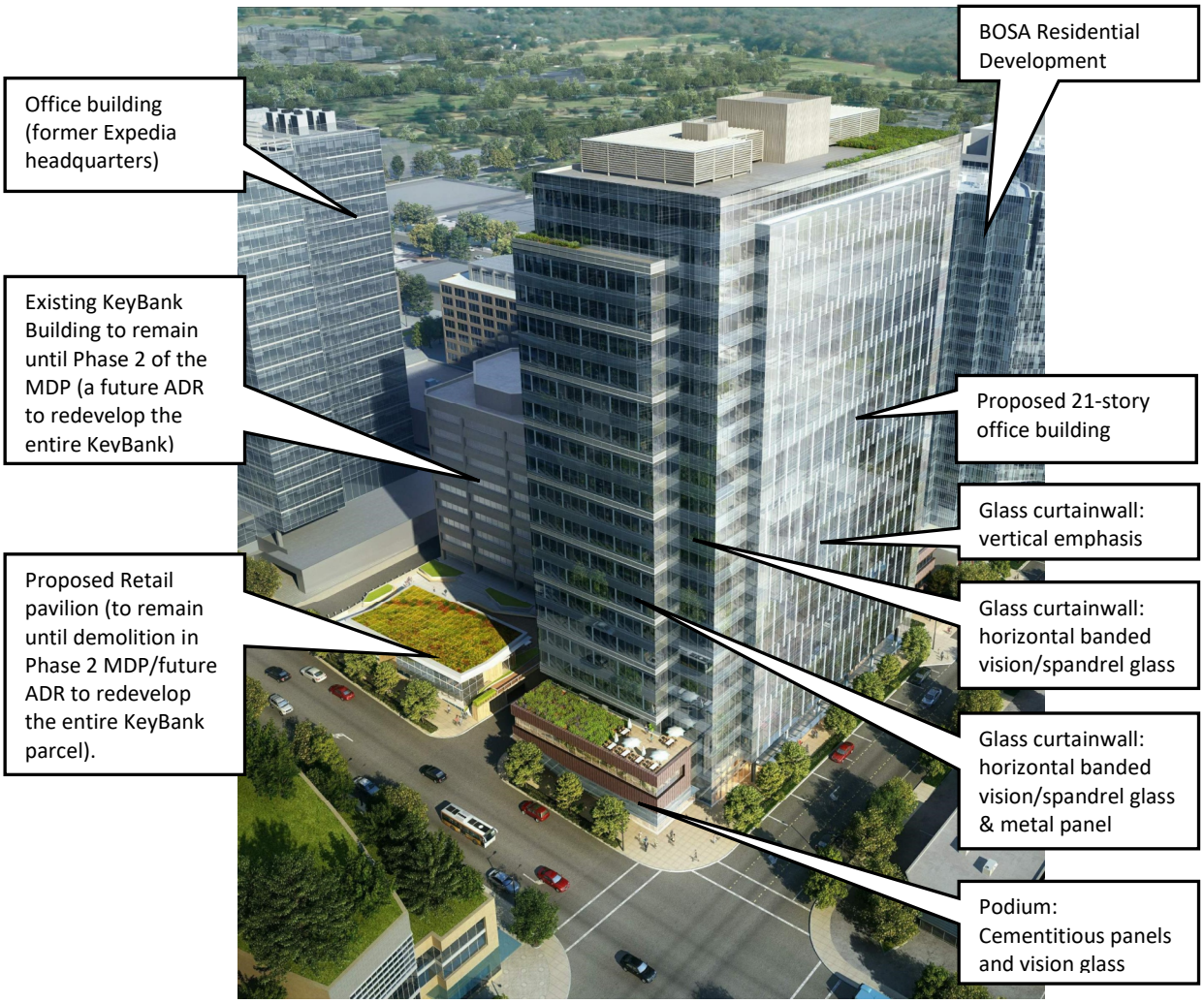


Figure 15 – Building Elevations

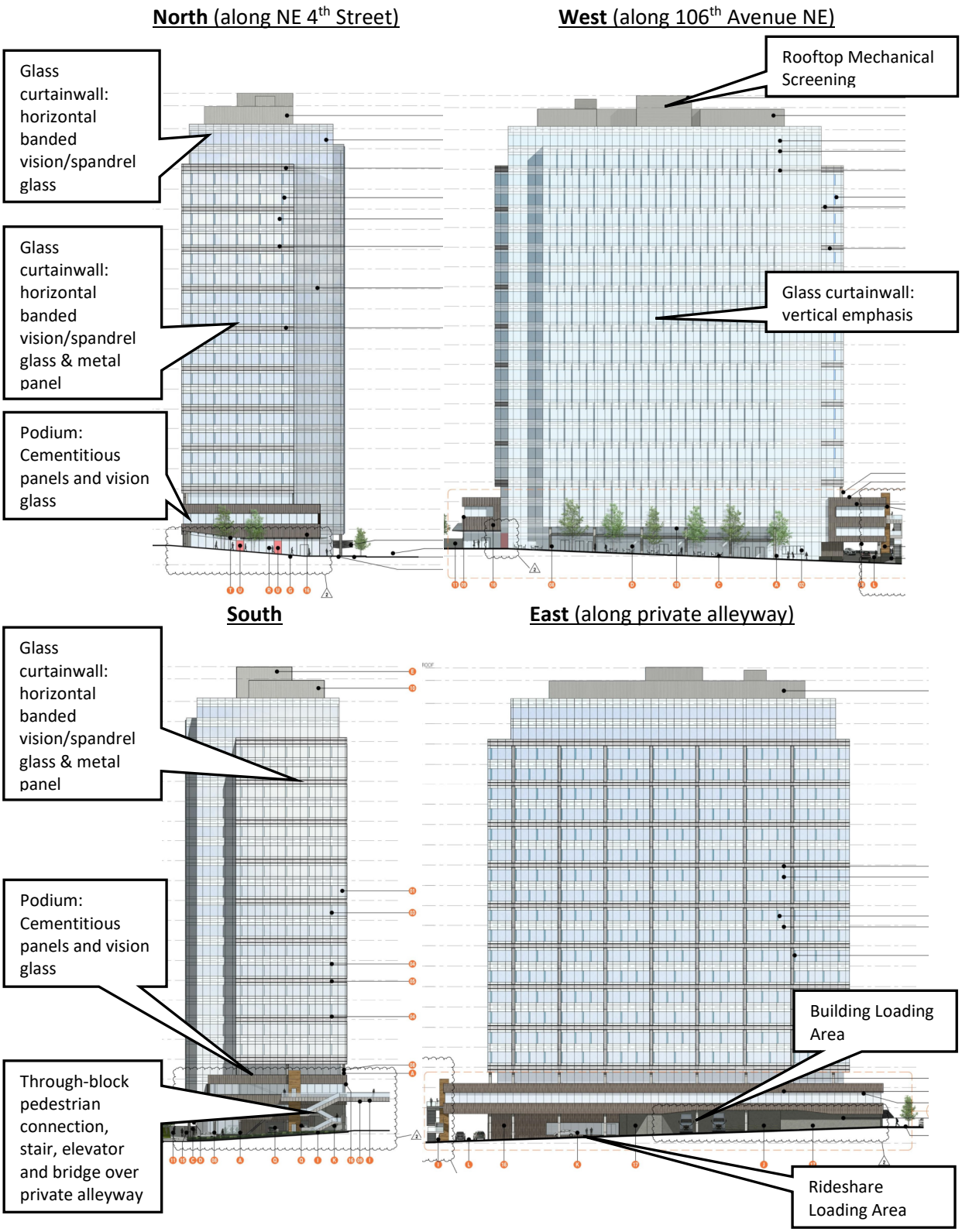


Figure 16 – View looking north along 106th Avenue NE

Podium: The building's podium will be expressed along NE 4th Street, the south property line and along the private alleyway as a 2-story tall form composed of cementitious panels and horizontally-oriented bands of windows. The podium façade along the private alleyway will include an opening for the building loading area and to the south, an inset area for Rideshare passenger loading that will include a façade composed of wood panels. The podium's south façade will be open at the ground level for the vehicle parking garage access driveway from 106th Avenue NE and will adjoin the pedestrian through-block connection walkway and stairway/elevator access to the bridge over the private alleyway to access the KeyBank property.

Along 106th Avenue NE, the podium will be composed of a glass storefront system inset 6'-4" from the build-to line along 106th Avenue NE. This inset façade will provide for the Enhanced Streetscape area and will be anchored by exposed structural columns supporting the tower above. The inset glass will also provide a high degree of transparency with the retail active use area to the north of the building entry and the Enclosed Plaza space to the south and is intended to facilitate engagement of pedestrians along the public sidewalk with activity within the building. Along NE 4th Street, change in grade along the podium façade will prevent physical pedestrian access to the retail active use space within, but visual access will be provided by extensive areas of vision glass.

6. The Enclosed Plaza space within the building's ground floor will provide an interior public space that will be available to the public and office tower tenants throughout the year. The space will include two levels, an upper area known as the Adams Room and a lower area to be known as the Rainier Room. The Enclosed Plaza will include seating areas, landscaping, access to restrooms and to the Rideshare loading area along the private alleyway. **Refer to the Condition of Approval regarding Enclosed Plaza Hours of Operation and Public Accessibility in Section XII.A of this report.**

Figure 17 - Enclosed Plaza Plan

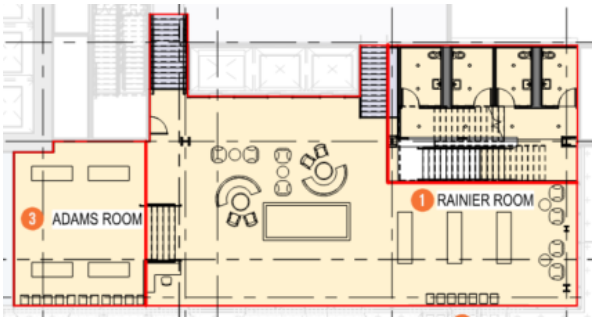


Figure 18 - Enclosed Plaza Interior View Looking south

The Enhanced Streetscape, Enclosed Plaza and Outdoor Plaza previously discussed are being submitted as Bonus Amenities to allow the maximum development potential (FAR) for the MDP and associated Phase 1 ADR. Refer to Section III of this report for a detailed analysis of the amenities provided above.

Tower: The tower's massing diagram is composed of three interlocking forms that are intended to break down it's scale, and which are further expressed with subtle variations in glass curtainwall design. The tower's massing will be located to the north of the site to provide a lower height transition to the through-block pedestrian connection to the south. Along NE 4th Street, the tower's form will be stepped back 20' from the façade of the podium below per the Upper Level Stepback requirement in LUC 20.25A.075.C as discussed in Section III of this report below. The tower's mass will also be inset from the site boundaries on the east and south to further reduce its scale and reinforce the separation of the tower form with that of the podium below. The tower massing will include additional design attributes such as insets at its corners and at the top two stories to further reduce the perception of the building's scale and provide additional visual interest. **Refer to Condition of Approval regarding Mechanical Location and Screening in Section XII.C of this report**

b. Retail Pavilion Design

The massing of the 1-story retail pavilion will have a horizontal orientation that will be expressed by a sculptural "butterfly" roof with deep overhangs and glass canopies. Its facades will be clad with extensive vision glass to maximize transparency into the activity within. The areas of vision glass on the pavilion's facades will be offset by areas of vertically-oriented wood rainscreen panels. Pedestrian access to the pavilion will be provided at two locations along NE 4th Street and from the Outdoor Plaza to the south. The two entrances from NE 4th Street will be aligned with the two interior levels of the pavilion; an entry that will align with the upper level and adjoining Outdoor Plaza, and a second entry to align with the lower level of the pavilion and the grade of the adjoining sidewalk as it descends toward 106th Avenue NE to the west. **Refer to Conditions of Approval regarding Garage Exhaust and Commercial Venting in Section XII.C of this report.**

Figure 19 – Retail Pavilion View Looking West

Figure 20 – Retail Pavilion View Looking East

c. Color and Materials

The Phase 1 office tower will include three different glass curtain wall expressions that will incorporate variation in colors, materials, and patterns to create visual interest and correspond with the tower's massing diagram. The west tower façades will include two-story tall prominent vertical mullions in a staggered pattern to emphasize a vertical orientation. Horizontal bands of vision and spandrel glass will be provided in colors intended to match and recede into the over-all composition. The north, east and south façades will include horizontal bands of metal panels that will alternate with a more visually prominent spandrel glass color at two-story intervals. The tower's recessed corners, as well as the building's top, will be clad in a horizontal pattern of vison and spandrel glass intended to act as a visual transition between the more animated façade expressions on the tower's primary facades.. **Material Sample sheets showing visual material images and descriptions are provided on Sheets A04.30 (tower) and A04.31 (retail pavilion) in the project drawings.**

d. Signage

The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development. This Design Review application does not include any sign permit approvals. The applicant will be required to submit a sign permit package to the City for formal Sign Code review prior to any occupancy permits for the tower or active use spaces. **Refer to Section XII.D for Condition of Approval regarding Project Sign Design Package.**

E. Process

Master Development Plan and Design Review are required by Land Use Code (LUC) 20.25A.030.A.1. In addition, the project will also require a Threshold Determination under the State Environmental Policy Act (SEPA) due to its size. The Master Development Plan, Design Review and SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator will issue the SEPA Threshold Determination and the Director of Development Services will issue the Master Development Plan and Design Review decisions. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Section XII.A for Condition of Approval regarding Modification to the Master Development Plan and Design Review Modifications.**

The Master Development Plan process is a mechanism by which the City can ensure that site development, including structure placement, vehicular and pedestrian mobility and necessary amenities are developed and phased to conform to the terms of the Land Use Code and other applicable City codes and standards. Each phase of development must demonstrate full compliance with the Land Use Code requirements at the time of Design Review application. No phase of development can rely on improvements in future phases of development. The MDP is binding and runs with the land. The approved MDP will be required to be recorded with King County. **Refer to Conditions of Approval regarding Modifications to the Master Development Plan (MDP) in Section XII.A and FAR Amenity Bonus and Project Approval Recording in Section XII.D of this report.**

II. Site Description, Context, and Zoning

A. Site Description (Existing Conditions)

The site is approximately 90,697 SF (2.1 acres) bounded by 106th Avenue NE on the west and NE 4th Street on the north. To the east the site is bounded by existing and proposed office development, while to the south the site is bounded by a surface parking lot on the KeyBank property and by the SOMA residential development on the Four 106 property. An existing shared private alleyway running north-south connecting NE 4th Street to NE 2nd Street cuts through the site. The site's topography slopes downward to the southwest from an elevation of 149' (above sea level) at its northeast corner along NE 4th to 119' at its southwest corner at 106th Avenue NE. The site is currently developed with four buildings and adjoining surface and structured parking areas. Along 106th Avenue NE, three existing low-rise buildings and an adjoining surface parking lot will be demolished for the 21-story office building, while on the KeyBank site, a portion of the existing structured parking deck along NE 4th Street will be demolished for construction of the retail pavilion under Phase 1 of the MDP. During Phase 2 of the MDP the entire KeyBank site, including the Phase 1 retail pavilion, Outdoor Plaza and the existing KeyBank building and parking structure will be demolished for the redevelopment of the entire property under a future Design Review application.

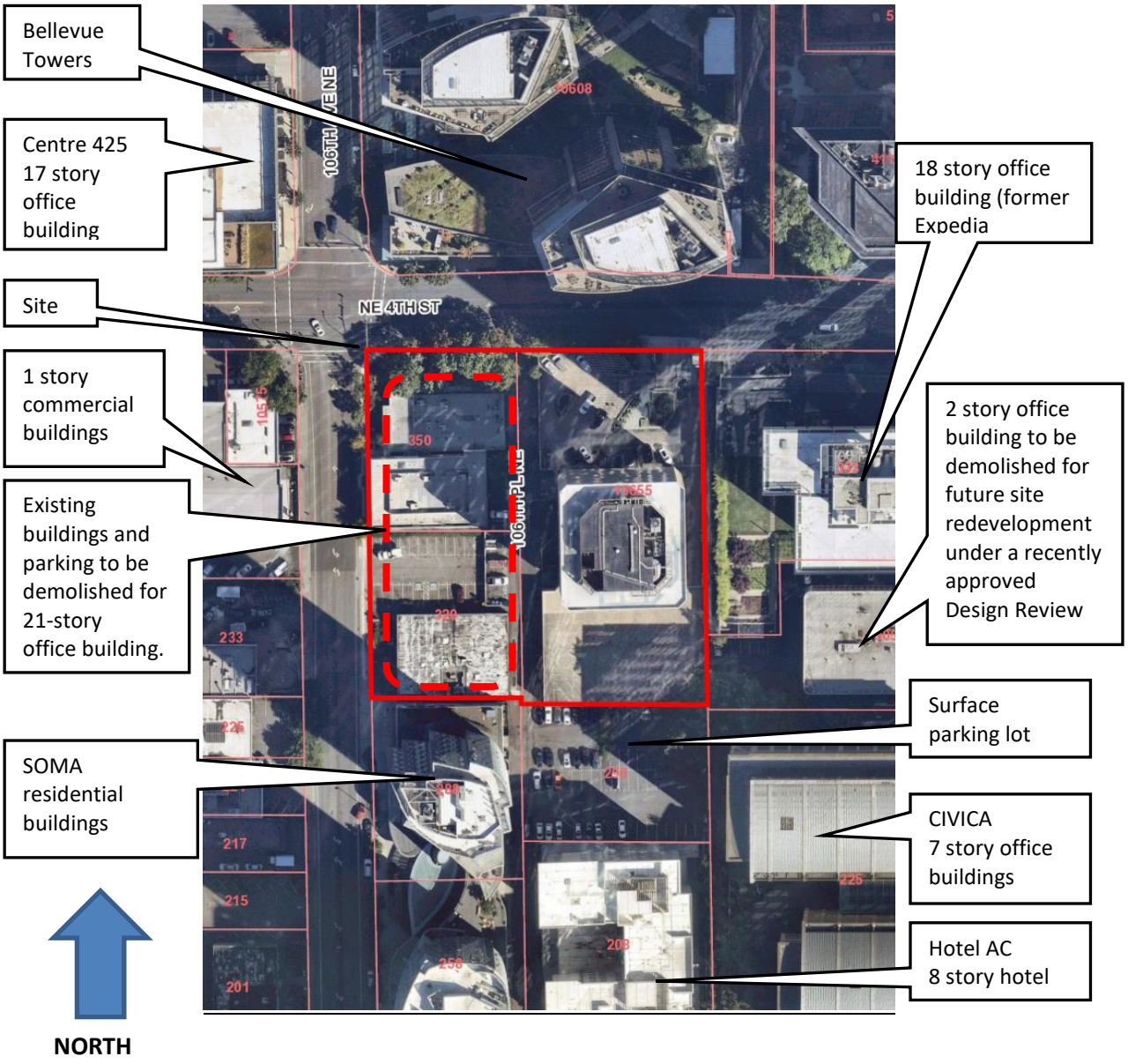
B. Land Use Context

The site is bounded by its frontages along 106th Avenue NE to the west and along NE 4th Street to the north. To the east, the site is bounded by two properties: the property at 333 NE 4th Street that is developed with an existing 18-story office building (formerly occupied by Expedia) and by a property at 305 108th Avenue NE that is developed with an existing 2-story office building (the Compass building). To the south(west) the site is bounded along 106th Avenue by the BOSA property, which is developed with two 25-story residential towers, while to the south(east) the site is bounded by a commercial parking lot and adjoining 8-story Hotel A/C.

An existing north-south shared private alleyway accessed from NE 4th Street cuts through the site to NE 2nd Street. This private alleyway marks the interior property boundary between the Four 106 Phase 1 and Phase 2 sites. Both 106th Avenue NE and NE 4th Street are designated as Type "B" Commercial Streets in the Land Use Codes Design Guidelines for the streetscape and public realm. The properties to the east of the site are located in the DT-O-2-S (Downtown-Office-2-South) land use district, while properties to the south of the site are located in the DT-MU (Downtown Mixed Use) land use district. Specific uses on the surrounding properties are as follows:

North:	Across NE 4th Street: DT-O-2-S: high-rise multi-family development with ground floor retail and below-grade parking, (Bellevue Towers).
East:	DT-O-2-S: High-rise office development (former Expedia building), low-rise office development (Compass building).
South:	DT-MU: high-rise multifamily development with ground floor retail (SOMA), commercial surface parking lot and mid-rise hotel (Hotel A/C).
West:	Across 106th Avenue NE: DT-O-2-S & DT-MU: Strip retail with surface parking

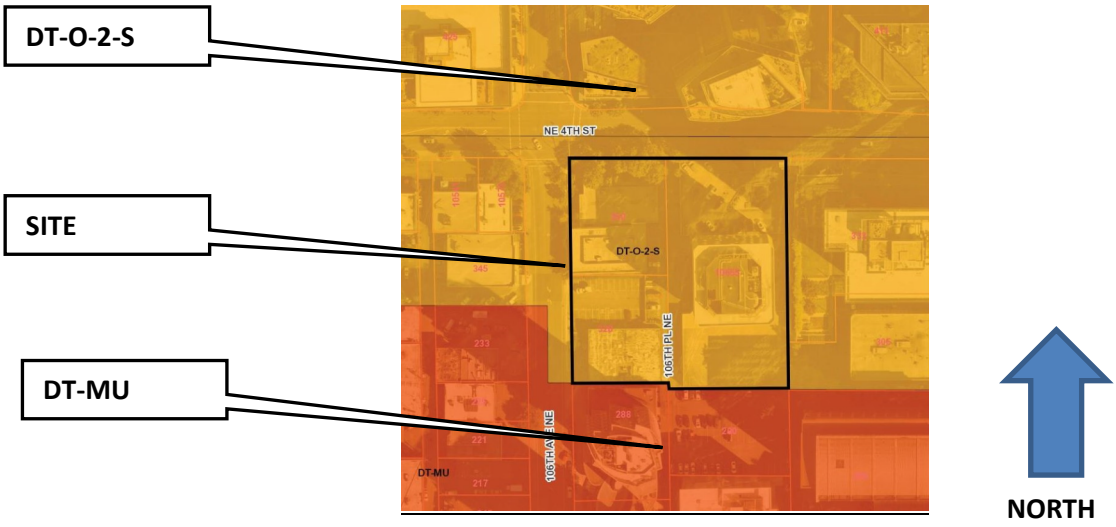
Figure 21 - Site Context



C. Zoning

A site zoning map is provided below. The site is within in the Downtown-Mixed Use (DT-MU) land use district.

Figure 22 - Zoning Map



III. Consistency with Land Use Code/Zoning Requirements

A. Master Development Plan

1. General Provisions of the Land Use Code & Dimensional Requirements

a. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are permitted within the DNTN-O1 land use district.

b. Dimensional Requirements

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for DT-MU requirements, general requirements, as well as Conditions of Approval and attached project plans.

Table 1 - Master Development Plan Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)	
Downtown (DT) - Project Limit – LUC 20.25A.020	90,697 SF *(40,386 SF + 50,311 SF = 90,697 SF)*
Land Use District per LUC 20.25A.010	Downtown-Office-2-South (DT-O-2-S)

Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail		
DIMENSIONAL REQUIREMENTS APPLICABLE TO MDP (LUC 20.25A.060) **Note: Detailed review of Phase 2 Dimensional Requirements will occur during Design Review for Phase 2**			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. ***IF* Building Exceeds 100 ft.** **LUC 20.25A.060.A.4**	20' setback required from interior property lines (south, east property lines).	Phase 1: 40'- South Phase 2: N/A: Building will not exceed 100'.	**Meets requirement.** Will exceed 20' setback for both Phase 1 & 2.
Maximum Lot Coverage by Structure Non-Residential	100%	Phase 1: 71% Phase 2: 82%	**Meets requirement.**
Maximum Building Height/ Maximum Building Height with Mechanical Equipment *(Measured from Average Finish Grade)*	345'/365' w/mechanical equipment	**Phase 1:** Four106 Building: 286'-8"/316'-10" with mechanical Existing KeyBank Building: 117' / 132' – 11" with mechanical **Phase 2:** Redeveloped KeyBank Building: 71'-6"/80' with mechanical	**Meets requirement.** Note: Actual building height for Phase 2 KeyBank redevelopment will be reviewed during future Design Review
`	**Base:** 5.4 489,764 SF *(5.4 x 90,697 SF= 489,764 SF)* **Max:** 6.0 **544,182 SF** *(6.0 x 90,697 SF= 544,182 SF)* (Total available FAR across the MDP is	**Phase 1:** 5.7 517,372 SF Four 106: 424,128 SF KeyBank: 93,244 Total: 517,352 *(424,128 + 93,244 = 517,352)* *(GFA for FAR: 517,352/90,697 = 5.7)*	**Meets requirement.** Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System

	544,182 SF)	**Phase 2:** 6.0 Four 106: 424,128 KeyBank: 120,054 Total: 544,182 *(424,128 + 120,054 = 544,182)* *(GFA for FAR: 544,182/90,697 = 6.0)*	
FAR Exemptions (LUC 20.25A.070.C) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for Ground-Level Active Uses *(Measured in GFA for FAR)*	Active uses meeting "A" rights-of-way up to 1.0 FAR	**Phase 1:** **Four106 Building: 9,546 SF** (5,816 + 3,730 = 9,546 SF) **KeyBank** Retail Pavilion: **2,629 SF** **Phase 1 Total: 12,175 SF** *(9,546 + 2,629 =12,175)* **0.13 FAR** *(12,175/90,697 = .13)* **Phase 2:** Four106 Building: 9,546 SF Redeveloped KeyBank Building: 7,295 **Phase 2 Total: 16,841 SF** *(9,546 + 7,295 = 16,841)* **0.19 FAR** *(16,841/90,697 = .19)*	Refer to sheets AG1.4 and AG1.7 in the MDP project drawings (in project file) for more information. **Meets requirement.** **Phase 1:** Exempt Active uses located on first floor of the Four 106 tower include 5,816 SF retail and 3,730 SF Enclosed Plaza. Exempt Active use on the KeyBank parcel include the 2,629 retail pavilion. **Phase 1:** The 9,546 SF of exempt Active uses located on first floor of the Four 106 tower will remain unchanged. The 7,295 SF of proposed exempt Active use on redeveloped KeyBank parcel will be reviewed under a future Design Review application.

STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width (measured from back of curb) **Planter Strip, Pavement Width** **LUC 20.25A.090**	106th Avenue NE: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width NE 4th Street: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width	106th Avenue NE: 16'-0" overall width, 5'-0" planter strip, 11'-0" sidewalk width NE 4th Street: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width	**Meets requirements.** 106th Avenue NE: 1'-0" wide continuous step-off strip will reduce planter strip to 4'-0" wide where on-street parking will be provided. However, soil volume requirements will be met. **Refer to Transportation comments in Section VII of this report for more information.**
LOADING (LUC 20.25A.160 & LUC 20.20.590.K) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Loading Area 20.20.590.K.4	One 10 FT x 55 FT dedicated loading space with each phase of development.	Phase 1: 2 spaces provided to accommodate 30' truck length. Phase 2: 2 spaces provided	**Meets requirements per LUC 20.20.590.K.4.b.ii:** The Director of the Development Services Department may reduce required stall length and maneuvering length if the property owner demonstrates that known delivery vehicles can park and maneuver within the proposed loading and maneuvering spaces so that no part of a vehicle using or maneuvering into the loading space projects into a public right-of-way, access easement or private road.

2. **FAR & Bonus Amenity Incentive System- MDP (LUC 20.25A.070)**
   A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

a. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):
Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for "Pedestrian Corridor/High Streets – "A" Rights-of-Way" shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a.

- **Phase 1:** Also shown on Table 1 above, the applicant is proposing to exempt from FAR a total of 12,175 SF of active use spaces in Phase 1, to include 9,546 SF within the ground level of the Four 106 building and 2,629 SF in the one story retail pavilion on the KeyBank site. The proposed 12,175 SF of exempt active use is below the maximum allowable 1.0 FAR (90,697 SF). Therefore, 12,175 SF may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency.

- **Phase 2:** As shown on Table 1 above, the applicant is proposing to exempt from FAR a total of 16,841 SF of active use spaces in Phase 2, to include the 9,546 SF on the ground level of the Four 106 building and 7,295 SF on the ground level of the proposed building on the redeveloped KeyBank site. The redevelopment of the KeyBank site will remove the retail pavilion and the associated 2,629 SF of exempt FAR from Phase 1. 16,841 SF of exempt active use is below the maximum allowable 1.0 FAR (90,697 SF). Therefore, 16,841 SF may be exempted from the overall gross floor area for FAR calculation for Phase 2, provided that under a future Design Review application, the exempt active uses on the ground level of the proposed KeyBank building meet the definition of active use and meet the "A" Rights-of-Way standards for weather protection, points of interest and transparency.

b. FAR Summary
As described in Section I of this report, the applicant proposes to combine two contiguous existing parcels in the Downtown Office 2 South (DT-O-2-S) district into a single project limit to maximize available FAR for the new development at 350 106th Avenue NE by harvesting unused FAR on the adjoining property along NE 4th Street as described below:

- **FAR Summary for MDP – DT-O-2-S Land Use District**
  Project limit: 90,697 SF *(Four 106 site: 40,386 SF + KeyBank site: 50,311 SF)*
  Base FAR: 489,764 SF (5.4 FAR) *(90,697 SF x 5.4 = 489,764 SF)*
  Max. FAR: 544,182 SF (6 FAR) *(90,697 SF x 6 = 544,182 SF)*

- **GFA for FAR Proposed before exemptions:**
  Phase 1:
  - Four 106 site: 433,674 SF
  - Key Bank site: 95,853 SF

  Phase 1 Total: 529,527 SF

- **GFA for FAR Proposed after exemptions:**
  Phase 1:
  - Four 106 site: 424,128 SF *(433,674 SF – 9,546 SF of exempt FAR = 424,128 SF)*
  - Key Bank site: 93,224 SF *(95,853 – 2,629 SF of exempt FAR = 93,224 SF*

  GFA for FAR after exemptions: 517,352 SF *(529,527 SF – (9,546 SF + 2,629 SF) = 517,352 SF/90,697 SF =* **5.7 FAR**

- **Base FAR/Proposed FAR above Base FAR:**
  Proposed FAR (5.7): 517,352 SF
  Base 5.4 FAR: 489,764 SF
  Square Footage above Base FAR = 27,588 SF *(517,352 SF - 489,764 = 27,588 SF*

- **Base Building Height/Proposed FAR above Building Height:**
  Base Building Height: 288'
  Proposed Building Height: 286'-8"
  The proposed building height does not exceed the Base Building Height for nonresidential buildings in DT-O-2-S (LUC 20.25A.060.A.4)

- **Amenity Point Requirement Calculations***
  FAR over Base FAR up to Max 6.0 FAR: 27,588 SF
  Bonus Amenity Points Required: 27,588

*LUC 20.25A.070.D.2a - The greater of the floor area being constructed above base FAR, OR the floor area being constructed above base height divided by two shall count as the required amenity incentive points for each building.

Amenities for Phase 1 are discussed below. The specific amenities and the amount of amenity earned for Phase 2 will be reviewed in detail for consistency with the LUC during Design Review for Phase 2.

c. FAR Transfer from Phase 2 to Phase 1: As described in Section I of this report, the applicant is seeking to utilize unrealized development potential on the KeyBank site of the MDP in order to maximize development capacity on Four 106 site as follows:

Phase 1:

- Four 106 site: The proposed 424,128 SF of Phase 1 development on the Four 106 site will exceed the maximum allowable (242,316 SF) by 181,812 SF
  - Base FAR 5.4: 40,386 SF x 5.4 =
  - Max FAR 6.0: 40,386 SF x 6.0 = 242,316 SF
  - Proposed FAR: 10.5 (*424,128 / 40,386 SF = 10.5)*

Phase 2

- KeyBank site: In Phase 2, the existing 93,244 SF of development approved in Phase 1 will be demolished for the redevelopment of the KeyBank site. The potential development will be limited to the FAR available (120,054 SF) after subtracting the 181,812 SF that was transferred to the Four 106 site for the Phase 1 office building.
  - Max. FAR Allowable: 6.0: 301,866 *(50,311 SF x 6 = 301,866 SF)*
  - Net FAR available: 2.4 *(301,866 – 181,812 SF = 120,054 SF)*

  Under the future Phase 2 Design Review, the maximum FAR allowed on the KeyBank site will be **2.4 FAR**, or 120,054 SF (120,054/50,311 = 2.38 (2.4 FAR)

3. Parking

Parking for Phase 1 and Phase 2 will meet the Code required parking ratios as discussed in Table 3 of this report below.

Phase 1 will provide underground parking for the Four106 Building. The parking will be accessed off a driveway along the south connecting 106th Avenue NE and the private north-south private alleyway. This parking will be available to either office, or retail users of the building. There is a drop-off/pick-up location for shuttles, rideshare, taxis, and carpools on the eastern side of the building along the north-south private alleyway. The existing KeyBank building, and the proposed retail pavilion will be served by the existing KeyBank parking garage. Some of the existing parking will be converted to public plaza, pedestrian through blocks, and the retail pavilion. The below grade stalls are all accessed off the north-south private alleyway while some surface stalls (to serve the retail pavilion and existing KeyBank retail) to the south of the existing KeyBank tower are accessed off NE 4th Street. Refer to discussion regarding parking provided in Phase 1 in the Design Review Dimensional Table in Section III.B.1.b below and the administrative departure for reduced parking discussion in section V.

Phase 2 will provide underground parking for the Redeveloped KeyBank Building. These stalls will be accessed off NE 4th Street near the eastern edge of the property. This parking will support both the office use and retail use and will be reviewed in detail during the Design Review for Phase 2.

B. Design Review

1. General Provisions of the Land Use Code & Dimensional Requirements

a. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are permitted within the DNTN-O1 land use district.

b. Dimensional Requirements

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for DT-MU requirements, general requirements, as well as Conditions of Approval and attached project plans.

Table 3 - Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit – LUC 20.25A.020	90,697 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-2-South (DT-O-2-S)		
Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail		
DIMENSIONAL REQUIREMENTS APPLICABLE TO Design Review (LUC 20.25A.060) **Note: Detailed review of Phase 2 Dimensional Requirements will occur during Design Review for Phase 2**			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft.	20’ setback required from interior property lines (south, east property lines).	40’- Southern Property Line	**Meets requirement**.
Upper Level Stepback on NE 4th Street (LUC 20.25A.075.C)			**Meets requirement.**
Tower Separation about 80’ where building exceeds 100 FT (multiple tower project)	60’	Phase 1: 50’-2” for XX % of facade	**Meets requirement.** **Refer to Section V below for Administrative Departure discussion regarding Tower Separation Reduction.**
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F	**Phase 1:** Four106 Building: 22,9873 SF KeyBank Building: 9,593 SF	**Meets requirement.** **Phase 1:** Four106 Building measured from Level 4 KeyBank Building measured from Level 2 Refer to sheets A02.10 – A02.15 in the Design Review project drawings (in the project file) for more information.

Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F	**Phase 1:** Four106 Building: 22,987 SF KeyBank Building: 9,593 SF	**Meets requirement.** **Phase 1:** Four106 Building measured from Level 7 KeyBank Building is measured at level 7 Refer to sheets A02.10 – A02.15 in the Design Review project drawings (in the project file) for more information.
Maximum Lot Coverage by Structure Non-Residential	100%	71%	**Meets requirement.**
Maximum Building Height/ Maximum Building Height with Mechanical Equipment *(Measured from Average Finish Grade)*	345'/365' w/mechanical equipment	Four106 Building: 286'-8"/316'-10" with mechanical Existing KeyBank Building: 117' / 132' – 11" with mechanical	**Meets requirement.** Refer to sheets A04.1 – A04.4 in the Design Review project drawings (in the project file) for more information.
Floor Area Ratio: **Gross Floor Area (GFA) for FAR: Non-Residential**	**Base:** 5.4 489,764 SF *(5.4 x 90,697 = 489,764)* **Max:** 6.0 544,182 SF *(6.0 x 90,697= 544,182)*	5.7 517,352 SF Four 106: 424,128 SF KeyBank: 93,244 SF Total: 517,352 SF *(424,128 + 93,244 = 517,352)* *(GFA for FAR: 517,352/90,697 = 5.7)*	**Meets requirement.** Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System
Base Building Height/Trigger for Additional Height *(Measured from Average Finish Grade)*	288'	N/A	N/A Tower does not exceed trigger height.
FAR Exemptions (LUC 20.25A.070.C) – Applicable to Design Review			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for	Active uses meeting	12,175 SF	**Meets requirement.**

Ground-Level Active Uses *(Measured in GFA for FAR)*	"A" rights-of-way up to 1.0 FAR	*(9,546 + 2,629 =12,175)* *(12,175/90,697 = .13)* (0.13 FAR)	Refer to sheets AG1.4 and AG1.7 in the MDP project drawings (in the project file) for more information. Active uses located on first floor of Four 106 tower, and KeyBank retail pavilion. Active uses in the existing KeyBank building are not exempt.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width (measured from back of curb) **Includes Planter Strip and Pavement Width** **LUC 20.25A.090**	106th Avenue NE: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width NE 4th Street: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width	106th Avenue NE: 16'-0" overall width, 5'-0" planter strip, 11'-0" sidewalk width NE 4th Street: 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width	**Meets requirements.** 106th Avenue NE: 1'-0" wide continuous step-off strip will reduce planter strip to 4'-0" wide where on-street parking will be provided. **Refer to Transportation comments in Section VII of this report for more information.**
Landscaping - Street Tree **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	106th Avenue NE (NE 4th to Main Street) Elm: *Ulmus 'Morton Glossy'* NE 4th Street (100th to I-405) Autumn Blaze Maple: *Acer x Freemanii* 'Jeffersred' Trees must be 2.5" caliper in size when planted. Large tree spacing is 30 feet and Medium is 25 feet. Tree's must be at least 3 feet from face of curb	106th Avenue NE: Elm: *Ulmus 'Morton Glossy'* NE 4th Street Autumn Blaze Maple: *Acer x Freemanii* 'Jeffersred'	**Meets requirements.** **Refer to Conditions of Approval regarding Final Landscape and Irrigation Plans, Street Trees and Right-of-Way/Streetscape Landscaping, Soil Volume and Streetscape Irrigation (Right-of-Way and Site), Landscape Installation Assurance Device, Landscape Maintenance Assurance Device, and Maintenance Agreement with the City of Bellevue in Sections XII.B and D of this report.**
PARKING (LUC 20.25A.080) – Applicable to Design Review			

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Vehicular Parking **LUC 20.25A.080**	• *Office:* *Min. 2/1,000 NSF* *Max. 2.7/1,000 NSF* • *Retail in a Mixed Development:* *Min. 0/1,000 NSF* *Max. 3.3/1,000 NSF* **Four 106 building** Office: 353,507 NSF 707 stalls Retail: 5,289 NSF Retail: 0 stalls Total: 707 stalls required *(353.5 x 2.0 = 707)* **KeyBank building:** Office: 68,009 NSF 136 stalls Retail: 5,857 NSF 0 stalls Total: 136 stalls required *(68.0 x 2 = 136)* **Total Phase 1** Office: Four 106: 707 KeyBank: 136 843 office stalls *(707 + 136 = 843)* Retail: 0 stalls required **Total: 843 stalls required** **Compact Stalls** Up to 65% can be designated as compact stalls per an approved departure **KeyBank:** 190 stalls	**Four 106 building:** Office: 593 stalls Retail: 12 stalls Total: 605 stalls provided **KeyBank building** Office: 272 stalls Retail: 20 stalls Total: 292 existing stalls provided **Total Phase 1** Office: Four 106: 593 KeyBank: 272 865 office stalls Retail: Four 106: 12 KeyBank: 20 32 retail stalls **Total: 897 stalls provided** *(865 + 32 = 897 stalls)* **Compact Stalls** **Four 106: 393 stalls per departure** *(605 x .65 = 393 stalls)* **KeyBank: 4 stalls**	**Meets requirements** per approved Administrative Departures below **Phase 1** includes both Four106 building, Existing KeyBank office and retail, and KeyBank retail pavilion. Refer to Section V of this report for a discussion of the following Administrative Departure Requests to: • Reduce the required office parking minimum ratio from 2 stalls/1,000 NSF to 1.7 stalls/1,000 NSF. Under the approved departure, the applicant will provide 593 office stalls in the Four 106 project, or a ratio of 1.7 stalls/1,000 NSF. • Designate up to 65% of the parking stalls provided as compact stalls per LUC 20.25A.080.F.2 Regarding retail/restaurant parking, an open parking operations approach is proposed by the applicant to allow freely mixed parking between retail/restaurant and office workers or patrons. The applicant has committed to providing 12 stalls to dedicated for retail use in the Four 106 parking garage and 20 existing stalls for the Phase 1 KeyBank existing retail and the proposed retail pavilion. **Refer to Conditions of Approval regarding Compact Parking Stalls in Section XII.C and Allocation of Parking for Retail, Restaurant, Visitors, and Office Uses in Section XII.D of this report.** **Phase 2** will include both the Four

	maximum allowed *(292 x 0.65 = 190* **Phase 2** **<u>Redeveloped KeyBank:</u>** Office: 97,178 NSF - - **194 stalls** Retail: 6,660 NSF - - **<u>0 stalls</u>** **Total: 194 stalls** **<u>Compact Stalls</u>** **KeyBank:** 235 stalls maximum allowed *(361 x 0.65 = 235)*	1%: 4 existing stalls provided *(4/292 = 1%)* **Phase 2** **<u>Redeveloped KeyBank:</u>** Office: 331 stalls <u>Retail: 30 stalls</u> **Total Stalls: 361** **<u>Total Phase 2</u>** Office: Four 106: 593 <u>KeyBank: 331</u> 924 office stalls Retail: Four 106: 12 <u>KeyBank: 30</u> 42 retail stalls **Total: 966 stalls provided** *(924 + 42 = 966 stalls)* **<u>Compact Stalls</u>** **KeyBank:** 202 stalls **56%** *(202/361 = .56)*	106 building approved in Phase 1 and the redeveloped KeyBank property, which as proposed will require the removal of the interim Phase 1 retail pavilion and Outdoor Plaza, and which will be reviewed under a future Design Review application.
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	1 stall/10,000 NSF for nonresidential uses greater than 20,000 SF <u>Phase 1:</u> 43 stalls min. 432,749 NSF (432,749/10 = 43.3 *(At least 50 percent of required parking shall be covered.)*	<u>Phase 1:</u> Four106 building: 110 stalls KeyBank building: <u>12 stalls</u> Total: 122 stalls (All stalls will be covered)	**Meets requirements.** Refer to sheet AG1.39 in the MDP project drawings (in the project folder) for more information.
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725) – Applicable to MDP			

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160	Phase 1: Office: 2 SF/1,000 GSF Retail: 2 SF/1,000 GSF Phase 1: 1,197 SF required Four 106: 496,939 KeyBank: 101,725 Total: 598,664 GSF *(496,939 + 101,725 = 598,664)* *(598.7 x 2 = 1,197)* Phase 2: 1,289 SF required Four 106: 496,939 KeyBank: 147,563 Total: 644,502 GSF *(496,939 + 147,563 = 644,502)* *(644.5 x 2 = 1,289)*	Phase 1: Four 106: 3,138 SF KeyBank: 537 SF 3,675 SF provided *(3,138 + 537 = 3,675)* Phase 2: Four 106: 3,138 SF KeyBank: 5,633 SF 8,771 SF provided *(3,138 + 5,633 = 8,771)*	**Phase 1: Meets requirements.** Refer to sheet A2-2.32 in the MDP project drawings (in the project file) for more information. Phase 2: will be reviewed under future Design Review for Redeveloped KeyBank site.
Loading Area 20.20.590.K.4	One 10 FT x 55 FT dedicated loading space with each phase of development.	2 spaces provided to accommodate 30' truck length.	**Meets requirements per LUC 20.20.590.K.4.b.ii:** The Director of the Development Services Department may reduce required stall length and maneuvering length if the property owner demonstrates that known delivery vehicles can park and maneuver within the proposed loading and maneuvering spaces so that no part of a vehicle using or maneuvering into the loading space projects into a public right-of-way, access easement or private road.

c. FAR & Bonus Amenity Incentive System- Design Review (LUC 20.25A.070)

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives. Per LUC 20.25A.070.E, the total amount of floor area earned through the Amenity Incentive System for a project and the amount of floor area to be utilized on site for that development shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. **Refer to Conditions of Approval regarding Amenity Bonus System Recording and Amenity Design & Statistics in Section XII D of this report.**

d. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):

Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for "Pedestrian Corridor/High Streets – "A" Rights-of-Way" shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a. As shown on the table above, the applicant is proposing 12,175 SF of active use spaces within the first floor of the 21-story office building, and the retail pavilion, which is below the maximum allowable 1.0 FAR (90,697 SF). Therefore, 12,175 SF may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. It should be noted that the applicant is requesting an Administrative Departure for Build To line along 106th Avenue NE.

e. FAR Summary

As described in Section I of this report, the applicant proposes to combine two contiguous existing parcels in the Downtown Office 2 South (DT-O-2-S) district into a single project limit to maximize available FAR for the new development at 350 106th Avenue NE by harvesting unused FAR on the adjoining property along NE 4th Street as described below:

- **FAR Summary for Design Review – DT-O-2-S Land Use District**
  Project limit: 90,697 SF
  Base FAR: 489,764 SF (5.4 FAR) *(*90,697 SF *x 5.4 =* 489,764 *SF)*
  Max. FAR: 544,182 SF (6.0 FAR) *(*90,697 SF *x 6.0 =* 544,182 *SF)*

- **GFA for FAR Proposed before exemptions:**
  Four 106 site: 433,674 SF
  Key Bank site: 95,853 SF
  Total: 529,527 SF

- **GFA for FAR Proposed after exemptions:**
  Exempt Active Use GFA Proposed: 12,175 SF (Four 106 Ground Level Active Uses and 2,629 SF for Retail Pavilion *(9,546 SF + 2,629 SF = 12,175 SF)*
  GFA for FAR: 517,352 SF *(529,527 SF – 12,175 SF = 517,352 SF/90,697 SF =* **5.7 FAR**

- **Base FAR/Proposed FAR above Base FAR:**

Proposed FAR (5.7): 517,352 SF
Base 5.4 FAR: 489,764 SF
Square Footage above Base FAR = 27,588 SF *(517,352 SF - 489,764 = 27,588 SF*

- **Base Building Height/Proposed FAR above Building Height:**
  Base Building Height: 288'
  Proposed Building Height: 286'-8"
  The proposed building height does not exceed the Base Building Height for nonresidential buildings in DT-O-2-S (LUC 20.25A.060.A.4)
- **Amenity Point Requirement Calculations***
  FAR over Base FAR *(up to Max 6.0 FAR):* 27,588 SF
  Bonus Amenity Points Required: 27,588

*LUC 20.25A.070.D.2a - The greater of the floor area being constructed above base FAR, OR the floor area being constructed above base height divided by two shall count as the required amenity incentive points for each building.

Table 4 - FAR AMENITIES – DT-O-2-S City Center South

Amenity Provided	Bonus Ratio	Area Proposed (*Refer to* Sheet AG1.18 in the Project Plans *for details of Amenities below)*	Amenity Points Awarded
Outdoor Plaza: (Key Bank Site)	8.4:1	Proposed area = 4,170 SF	35,028 *(8.4 x 4,170 = 35,028)*
Enclosed Plaza: (Four 106 Site)	4:1	Proposed area = 3,410 SF	13,640 *(4 x 3,410 = 13,640)*
Enhanced Streetscape (Four 106 Site)	7.8:1	Proposed area = 1,121 SF	8,744 *(7.8 x 1,121 = 8,744)*
Total Earned:	**57,412** *(35,028 + 13,640 + 8,744 = 57,412)*		
Total Required	**27,588**		
Excess Amenity Points Earned	**29,824** *(57,412 – 27,588 = 29,824)*		

3. **Green & Sustainability Factor (LUC 20.25A.120)**
   Refer to Sheets L5.0 – L5.3 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagrams for this proposal in **Attachment F** of this report. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of **0.3** for a large site. The subject site achieves a green factor score of **0.312**, through the provision of the following:
   - Bioretention Facilities and/or Soil Cells

- Landscaped Areas with Soil Depth Less than 24 Inches
- Landscaped Areas with Soil Depth of 24 Inches or More
- Preservation of Existing Trees
- Shrubs and Large Perennials
- Small and Large Trees
- Green Roof, at least 4 inches of Growing Medium
- Vegetated Wall
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Rainwater Harvesting
- Publicly Accessible Bicycle Parking

4. Soil Volumes (LUC 20.25A.110.A.3)

To ensure that all new trees and retained trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium, and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. **Refer to Condition of Approval regarding Soil Volume in Section XII.B of this report.**

5. Mechanical Equipment and Exhaust Control (LUC 20.25A.130)

Mechanical Equipment Screening

The proposal will screen all mechanical equipment for the tower on the roof of the building. The height of the building with the mechanical equipment is 309'-5", well below the maximum building height of 365' with mechanical equipment. These units are screened by a textured panel screen wall surrounding the penthouse area. Any equipment not located within the penthouse will be painted to match the adjacent roofing membrane. **Refer to Condition of Approval regarding Mechanical Location and Screening in Section XII.C of this report.**

Exhaust Control

Mechanical equipment for the tower is located on the building rooftop; however, if the active use tenant within the first floor of the tower requires additional exhaust control, then it shall be deflected from public space and located at least 16 feet above finished grade, the street, a public easement or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to for Conditions of Approval regarding Garage Exhaust and Commercial Venting in Section XII.C of this report.**

6. Through Block Pedestrian Connection (LUC 20.25A.160.D)

Through-block pedestrian connections provide an opportunity for increased pedestrian movement through superblocks in Downtown. This project will provide an east-west through-block connection along the south side of the development beginning along 106th

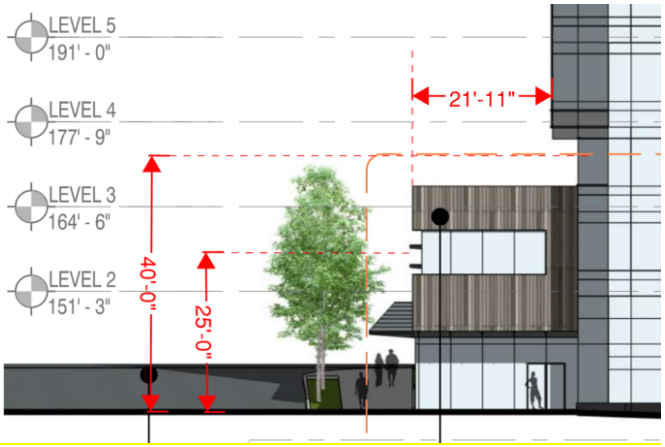
Avenue NE. As described and graphically depicted in Section I of this report, the connection will provide a 6-foot wide paved, landscaped pedestrian and bicycle walkway with seating elements and lighting fixtures at grade until it crosses over the private alleyway to the KeyBank property by a bridge accessed by an exterior stair and adjoining elevator. Once across the bridge over the private alleyway the connection will extend across the roof of the existing KeyBank parking structure to the east edge of the development. where it will ultimately connect with a new portion of the existing north-south pedestrian connection to be constructed with the new development at 305 108th Avenue NE.

The design of the subject site's through-block pedestrian connections meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, including pedestrian-scaled lighting, landscaping, trees, high-quality durable materials, and seating areas. They will also comply with the Americans with Disabilities Act (ADA) to provide fully accessible connections. Per

LUC 20.25A.160.D.3.c and d, through-block pedestrian connections are required to be open to the public 24 hours a day, and owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation. In addition, directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public. **Refer to the Condition of Approval regarding Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connection in Section XII.D of this report.**

7. **Upper Level Stepback (LUC 20.25A.075.C)**
The Four 106 office building meets the requirement to incorporate a minimum 20-foot upper level stepback between 25 feet and the first level of the first floor plate above 40 feet as shown on the partial west elevation below.

Figure 23: Stepback Diagram - - Four 106 portion of west facade



8. **Pet Relief Area**
The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks.

Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Proactively providing these areas will result in better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, this development will include XXX small, defined pet relief areas within the streetscape planter along 106th Avenue NE. **Refer to the Condition of Approval regarding Pet Relief Areas in Section XII.A of this report.**

9. Resolving Nonconformities on the KeyBank Parcel

As described in Section I.B of this report above, the project proposes to utilize FAR from the KeyBank (eastern) portion of the site, within the Four106 (western) portion of the site. This proposal raises nonconformity issues as the existing site development does not conform to the current Land Use Code. The MDP, under a Phase 2 (future ADR) will address the nonconformities through a full redevelopment of the KeyBank portion of the site. The Phase 1 Design Review proposes to resolve these nonconformities on an interim basis. The nonconformities and their interim resolutions are discussed below.

i. Build-to Line for NE 4th Street

Nonconformity: Per LUC 20.25A.020.A, the current site is non-conforming for the build-to line. There are portions of the KeyBank site that have open spaces abutting the public sidewalk.

Resolution: A 1-story retail pavilion is being provided at the back of the required sidewalk.

ii. Perimeter Walkway (Public Sidewalk) for NE 4th Street

Nonconformity: Per LUC 20.25A.090.A.1, the current site is non-conforming for the perimeter walkway. The walkway is about 12 feet wide and includes trees in pits. The current parking structure prevents the widening of the walkway.

Resolution: A portion of the parking structure will be demolished and will be replaced by a minimum 16 foot wide walkway with a landscape strip per LUC requirements.

iii. Commercial Street "B" ROW for NE 4th Street

Nonconformity: Per LUC 20.25A.170.B.2, the current site is non-conforming for transparency, weather protection, points of interest, parking, and Active and Service Use requirements.

Resolution: All resolved through provision of the KeyBank site's 1-story retail pavilion which will address each requirement.

iv. East-West Through-Block Pedestrian Connection

Nonconformity: Per LUC 20.25A.160.D, the current site is non-conforming as it doesn't provide this connection.

Resolution: This is being resolved by providing an ADA-compliant connection from the 106th Avenue NE sidewalk to the far eastern edge of the KeyBank portion of the site. The connection includes a minimum 10 foot wide space for a combination of path, landscaping, and other amenities.

v. Green Factor

Nonconformity: Per LUC 20.25A.120, the current site in non-conforming as it doesn't appear to meet the Green Factor score.
Resolution: This is being resolved through the addition of landscaping and other improvements on both the KeyBank portion of the site, and within the Four106 portion of the site.

vi. Mechanical Exhaust

Nonconformity: Per LUC 20.25A.130, the current site is non-conforming as the garage exhausts less than 16 feet from the NE 4th Street sidewalk, and the north-south through-block pedestrian connection on the former Expedia site.
Resolution: This is being resolved by moving the exhaust further into the site, and at least 16 feet away from any publicly accessible space.

vii. Parking Structure on NE 4th Street

Nonconformity: Per LUC 20.25A.080.F.4, 20.25A.160.B.2.a.iii, and 20.25A.150.C.2.b among other sections, the current parking structure along the NE 4th Street public sidewalk is abutting the public sidewalk, visible from the sidewalk, not properly landscape screened, and has cars that are visible from the sidewalk.
Resolution: A portion of the parking structure is being demolished to be replaced with a retail pavilion to resolve the nonconformities.

IV. DESIGN GUIDELINES

A. Downtown Design Guidelines (LUC 20.25A.140-180)

The applicant will meet the intent of the Downtown Design Guidelines, as summarized below, for both the Master Development Plan and subject Design Review applications. Refer to Attachment A: 2019 Downtown Design Guidelines for additional detailed information regarding how the proposal will meet each applicable Downtown Design Guideline below:

1. Context (LUC 20.25A.150)

The proposal will meet the intent of each item in the Context section of the design guidelines. More specifically, the proposal will meet the following:

- ***Relationship to height and form of other developments:***
  - The projects height and form will be consistent with recent new development in the vicinity, including the SOMA project to the south and Bellevue Towers to the north across NE 4th Street, both of which exceed the proposed height of the proposal.
  - The project's design, including the new Phase 1 office tower, retail pavilion and associated site amenities will be complementary to adjacent development.
- ***Relationship to Transportation elements:***
  - The office building loading and service entry and shuttle loading area will be located along the existing private alleyway, thereby minimizing the visual impact of these elements along 106th Avenue NE.
  - The provision of the required new east-west through-block pedestrian connection will enhance the existing system in Downtown.

- ***Maximize sunlight on the surrounding area:***

- By locating the Phase 1 office tower toward the north side of the site, access to daylight will be maximized as much as possible for the public at the through-block connection along the site's southern property boundary.
- The massing of the office tower incorporates inset corners, is set back from the edge of the podium on all sides and includes an additional required stepback on the upper two levels on NE 4th Street to further maximize sunlight on the surrounding area.

- The 2-story Phase 1 office tower podium, which will include the enclosed plaza space active use retail and adjoining enhanced streetscape along 106th Avenue will foster pedestrian activity and interaction with the public streetscape. In like manner, the 1-story retail pavilion will provide active use retail offerings to the streetscape along NE 4th Street.

2. <u>Site Organization (LUC 20.25A.160)</u>

The proposal will meet the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:

- ***On-Site Circulation***
  - Loading, including trash and recycling pick-up will be accessed from the existing private alleyway.
  - Access to the below-grade parking garage for the office building will be provided by a new curb-cut and driveway from 106th Avenue NE. This driveway will also provide access to the south parking garage entrance on the KeyBank property. Access to the north entrance of the KeyBank parking structure will continue to be provided from the existing private alleyway.
  - The on-site passenger loading zone for the rideshare program will be located along the existing private alleyway to minimize conflicts with pedestrian and vehicular traffic.
- ***Building Entrances***
  - Direct pedestrian access to the office building on 106th Avenue NE and the retail pavilion on NE 4th Street will be provided by adjoining sidewalks and will be well defined and clearly visible by graphic imagery provided to fulfill the streetscape standards for Points of Interest.
- ***Through-Block Pedestrian Connections***
  - The east-west through-block pedestrian connection will provide design elements such as wayfinding signage, paving, lighting, and landscaping to help identify the connections on the site and that they are available for public use. This pedestrian connection will intersect with the existing north-south through-block pedestrian connection on the property to the east of the KeyBank site (333 108th Avenue NE) and thereby extend existing pedestrian routes from adjacent properties.
- ***Open Space***
  - The project will provide a large outdoor plaza space on the KeyBank site that will be defined along its north edge by retail uses within the pavilion that spill out onto seating areas with tables and chairs.

3. <u>Streetscape and Public Realm (LUC 20.25A.170.A)</u>

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- ***Define the Pedestrian Environment***
  - The project employs a variety of modern materials, accent colors, and simple forms, with special attention paid to the overall integrated appearance, to create visual interest and aesthetic.
  - The project employs a variety of modern materials, accent colors, and simple forms, with special attention paid to the overall integrated appearance, to create visual interest and aesthetic appeal in the pedestrian environment.
- ***Protect Pedestrians from the Elements***
  - Weather protection in the form of glass canopies will extend over the public sidewalk from both the retail pavilion on the KeyBank site and north façade of the office building along NE 4th Street and from the office building's west façade along 106th Avenue NE.
- ***Create a Variety of Outdoor Spaces***
  - The project will include an Outdoor Plaza that will be accessed from NE 4th Street on the KeyBank parcel and an area of enhanced streetscape along the ground floor of the office building on 106th Avenue NE. The Outdoor Plaza will include a large open plaza and a smaller area that will support the retail pavilion. Both areas of the plaza will include built-in seating as well as landscaping. The enhanced streetscape along 106th Avenue will include street furniture and landscaping elements to activate the public sidewalk and interior active uses within the Ground Level of the building.
- ***Provide Places for Stopping and Viewing***
  - The project will provide an abundance of both fixed and flexible public seating throughout the Outdoor Plaza and enhanced streetscape to view the interior active uses of the adjoining retail pavilion, office building and the activities on the plaza and along 106th Avenue streetscape. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.
- ***Integrate Artistic Elements***
  - The project will introduce art placed at building entrances for the retail pavilion and office buildings in the form of graphic imagery printed on the facades. In addition, the structural columns within the enhanced streetscape along the 106th Avenue office building will be clad with metal panels and will be up-lit along their inside faces to provide additional visual interest during the evening.
- ***Orient Lighting toward Sidewalks and Public Spaces***
  - Lighting will be designed to accentuate the unique features of the project including the outdoor plaza, the through-block pedestrian connection and along the sidewalks along NE 4th Street and 106th Avenue NE.
- ***Orient Hanging and Blade Signs to Pedestrians***
  - All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior grade finishes to withstand the elements.

4. <u>ROW Design Guidelines (LUC 20.25A.170.B)</u>

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, both 106th Avenue NE and NE 4th Street are designated as a "B" rights-of-way. However, because the applicant seeks to exempt FAR for some of the ground level active uses in the base of the office tower along 106th Avenue NE, the streetscape areas in front of these exempt active use spaces are required to be designed to meet the "A" right-of-way standards and guidelines in LUC 20.25A.070.C.1.a. Along NE 4th Street the north façade of the office building and retail pavilion will be designed to meet the standards and guidelines for "B" rights-of-way.

Pedestrian Corridor/High Streets – "A" rights-of-way (LUC 20.25A.170.B.1)
The following standards/guidelines are required for an "A" right-of-way streetscape design and have been met as indicated below:

- ***Transparency: 75% required; and***
  - Meets standard: 92% provided.
- ***Weather Protection: 75%, 6 feet deep required; and***
  - Meets standard: 79%, 6 feet deep provided.
- ***Points of Interest: Every 30 linear feet of the façade; and***
  - Meets standard: Points of Interest provided at approximately 30 feet increments include decorative column wraps at along the 106th Avenue NE façade.
- ***Vehicular Parking: no surface parking or vehicle access between the sidewalk and main pedestrian entrance; and***
  - Meets standard: No surface parking or vehicle access is proposed between the sidewalk and the main pedestrian entrance. Vehicle access is provided at the south end of the building via a driveway from 106th Avenue NE.
- ***100% of the street wall abutting the build-to line shall incorporate active uses.***
  - Meets standard: The street wall abutting the build-to line along 106th Avenue NE (relocated per the Administrative Departure described below) will be comprised of 100% Active Uses (retail and Enclosed Plaza) Service Use (office lobby)

Commercial Streets – "B" rights-of-way (LUC 20.25A.170.B.2)
The following standards/guidelines are required for an "B" right-of-way streetscape design and have been met as indicated below:

- ***Transparency: 75% minimum required***
  - Meets standard: 100% provided.
- ***Weather Protection: 75%, 6 feet deep minimum required***
  - Meets standard: 81% provided.
- ***Points of Interest: every 30 linear feet of the façade; and***
  - Meets standard: Points of Interest provided at approximately 30 feet increments include decorative art panels integrated into the storefront glazing system along the NE 4th Street façade.
- ***Vehicular Parking: no surface or vehicle access between the sidewalk and main pedestrian entrance; and***
  - Meets standard: No surface parking or vehicle access is proposed between the sidewalk and the main pedestrian entrance. Vehicle access is provided at the south end of the building via a driveway from 106th Avenue NE.
- ***100% of the street wall abutting the build-to line shall incorporate active uses.***

- Meets standard: The street wall abutting the build-to line along NE 4th Street will be comprised of 100% Active Uses (retail use)

The applicant has met each of the design standards for "A" rights-of-way on those Active uses to be exempted along 106th Avenue NE, in addition to the frontage along the NE 4th Street, as detailed on sheets AG1.3 - AG1.7 in Attachment F - Project Drawings. **Refer to Section XII.C for Condition of Approval regarding Street Level Glazing.**

5. **Building Design (LUC 20.25A.180)**

The proposal has met the intent of each item in the Building Design section of the design guidelines. More specifically, the proposal will include the following:

- The project will utilize exterior cladding materials of vision glass/spandrel glass, metal panels, wood and cementitious concrete panels in colors that will add visual interest, are high-quality, durable and will contribute to the overall aesthetic character of the development.
- The project will use differentiation of curtainwall glazing patterns and a podium comprised of wood and warm-toned cementitious panels to provide scale, relate to neighboring buildings, and create an engaging pedestrian experience.
- A high level of transparency is provided at the street level along 106th Avenue NE and NE 4th Street to ensure visual interest, safety, and the success of active uses at grade.
- Accent lighting will be used to create a soft glow from the exposed structural columns along 106th Avenue NE, within the Outdoor Plaza and along the through-block pedestrian connection.
- The project will specify a curtain wall system including a high-performance glass and a shaped metal panel that will provide visual relief, scale and interest to the overall façade and a measure of solar shading.

V. ADMINISTRATIVE DEPARTURES

Administrative Departures (LUC 20.25A.030)

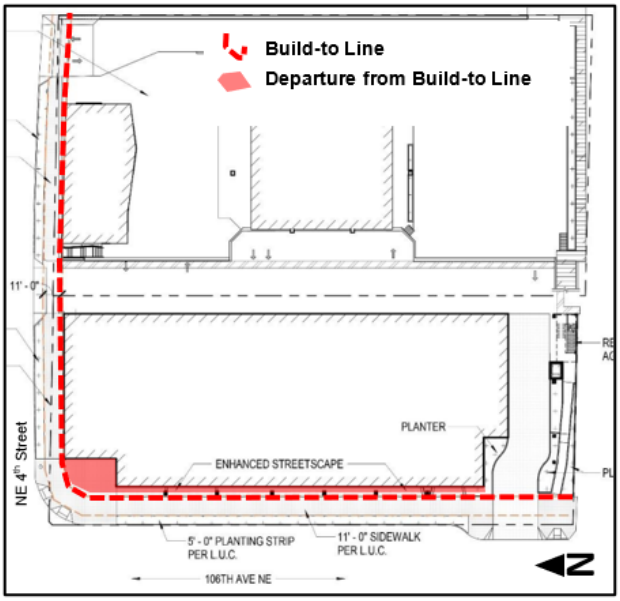
The applicant has submitted Administrative Departures Request(s) to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. Below is a list of Departure request made by the applicant:

- **Build-To Line:** Seeking departure to designate Build-To Line to façade at the rear of enhanced streetscape.
- **Office Parking Ratio Reduction** Seeking departure for a reduced office parking ratio of 1.68 (1.7) stalls/1,000 nsf. for Phase 1 Design Review for the Four 106 building.
  - The LUC requires 2.0 stalls/1,000 nsf.: 707 office stalls for the Four 106 site (353,507 nsf)
  - With the approval of the reduced parking departure: the applicant will provide 593 office stalls for the Four 106 site, or a ratio of (1.7 stalls/1,000 nsf).
- **Compact Parking:** Seeking 65% for Phase 1 parking (under future Design Review):
- **Tower Separation**
  - Seeking 50' tower separation for interim Phase 1 Design Review for 3% of the façade on 21-story tower (which is less than the 10% maximum).
  - Phase 2 design under another Design Review would meet the 60' requirement.

1. **Departure Request to modify the required Build-to Line:**

The applicant has requested an administrative departure from LUC 20.25A.020.A "DT-Build-to Line" to modify the location of the "build-to" line along 106th Avenue NE to allow additional exterior open space (Enhanced Streetscape) that will retain the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the adjacent building. In this case, the departure allows the building to be set-back from the back of the required sidewalk along the 106th Avenue NE Build-To line to provide additional access area to the building's entries and create additional exterior space for the activation of the street frontage and internal uses of the building.

Figure 24: Build-to-Line Departure Diagram



Departure Decision Criteria:

a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

Finding: The resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive plan encourages public and semi-public open spaces in major developments. The design with the departure allows for additional public open space (Enhanced Streetscape) along the project's street frontage along 106th Avenue NE.

In particular, the design with the departure will advance the following specific Comprehensive Plan Policies:

- UD – 28: Integrate high-quality and inviting public and semi-public open spaces into major development.
- UD – 48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.
- UD-50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.
- S-DT-35: create a pedestrian environment with a sense of activity, enclosure, and

protection.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Finding: The design with the departure will be more consistent with the purpose and intent of the LUC as it provides extra room for pedestrian gathering spaces and thereby "enhance[s] people orientation and facilitate pedestrian circulation" on-site.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Finding: The proposed location of the building on the site and the area where it will not meet the Build-To line is the minimum necessary to accommodate the Enhanced Streetscape Area and maintain consistent building articulation at the ground level.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

Finding: LUC 20.25A.020 states that an administrative departure from the "build-to" line standard is appropriate to accommodate plaza space, ground-level modulation, or other ground-level open space. In this instance, the provision of Enhanced Streetscape will allow the building's internal activities to be brought out to the sidewalk. This space will be activated by office and retail entries, seating space and landscaping along 106th Avenue NE.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Finding: Not Applicable

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure from the required Build-to Line will be approved as part of this Design Review approval.

2. <u>Departure Request to reduce the minimum required parking ratio</u>:

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.H a departure is requested to reduce the minimum parking ratio for office use from 2.0 spaces per 1,000 net square feet (NSF) of office to a minimum of (1.68) 1.7 spaces per 1,000 NSF. This reduction is similar to other comparable recently approved parking Departures in Downtown. The minimum parking rate required for restaurant/retail in a mixed development is 0 stalls/1,000 NSF.

The Departure request is supported by actual parking demand at 4 offices in downtown in November 2018, as well as additional parking analysis provided by the <u>TENW Memorandum</u> dated May 18, 2021 in the project file.

The actual parking demand in Downtown for long-term parking stalls for office use is demonstrated as 1.46 stalls/ 1,000 NSF office use. This is a conservative estimate of actual parking demand as explained below, which means actual parking demand is lower. The City agrees with and supports this analysis as summarized below.

1. Actual parking demand includes all parking (long-term and short term) so actual long-term office parking demand is lower than 1.46 stalls.

2. Includes retail/restaurant parking so actual office parking demand is further lower than 1.46 stalls.
3. Most of the 4 sites did not include drop-off space while Four 106 includes this space, so office parking demand will be lower than 1.46 stalls.
4. The Commute Trip Reduction survey for all of Downtown shows a 50% SOV mode split while the 4 office sites had a 36% SOV mode split.
    i. The Four 106 project's target minimum parking ratio of 1.68 (1.7) can be achieved if the project is able to attain an estimated SOV rate of approximately 44%. This is 8% higher than the 36% SOV mode split for the 4 office sites and 6% lower than overall downtown.
    ii. Achieving this lower SOV mode split would require the applicant commit to a Transportation Management Plan that is more aggressive than needed when providing a higher parking ratio.
    iii. They are proposing to commit to a more aggressive TMP than is required in order to receive the parking departure.

5. The site is ¼ mile from the Transit Center and its many transit options which supports the requested lower parking rate.
6. Light rail will provide more options for transit which may increase transit usage which would lower the need for parking.
7. The project is proposing 122 secure, covered bike parking stalls and supporting facilities. This is triple the required rate and well above the current number of stalls. The supporting facilities include a locker room for changing, with lockers for bicycle commuting gear and showers. These facilities will make bicycle commuting more convenient and attractive.
8. Comprehensive Plan policies support reducing parking in downtown when supported by other methods of commuting.

Departure Decision Criteria:

a. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and

Finding: A reduced parking ratio will advance Comprehensive Plan goals and policies by minimizing single-occupancy vehicle ("SOV") trips while meeting the Project's parking demands. Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a goal of 65 percent non-SOV (35 percent SOV) mode share for Downtown workers by 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. Also, the Comprehensive Plan's Downtown goals and policies support a reduced parking ratio, including Policy S-DT-151, which states "[encourage the joint use of parking and permit the limitation of parking supply."

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Finding: The intent of the LUC for Downtown is that "[d]evelopment should enhance **people** orientation and facilitate **pedestrian** circulation, and provide for the needs, activities, and interests of **people**." [**bold** emphasis added] See LUC 20.25A.010.B.1.a. Reducing the costs to non-drivers, space for single occupancy vehicles, and incentives for

additional SOV drivers results in improved orientation towards pedestrians and other modes of travel besides SOVs. In addition, the intent of the LUC is to allow reduced parking ratios when additional parking is unnecessary to meet demand. See LUC 20.25A.080.H.

*c. **The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and***
Finding: The TENW memo provides data showing the 1.68 (1.7) parking ratio is calibrated to meet demand and is capable of being accomplished. It also indicates that the applicant is willing to implement additional TMP measures beyond the standard measures required by code to ensure that parking demand aligns with the proposed supply in the project.

*d. **Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or***
Finding : LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis. Please see the supporting analysis in the TENW Updated Request for Parking Modification Technical Memorandum, which provides data on the project's anticipated parking demand and meets the code requirements for a parking demand analysis.

*e. **The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection***
Finding: Not applicable

Finding:: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to reduce the minimum required parking ratio will be approved as part of this Design Review approval. **Refer to Conditions of Approval regarding Transportation Management Program in Section XII.C of this this report and Implementation of the Transportation Management Plan, Allocation of Parking for Retail, Restaurant, Visitors, and Office Uses in Section XII.D of this report.**

3. Departure Request to provide Compact Parking Stalls:
Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide 65% compact stalls to increase garage efficiency.

Departure Decision Criteria:

*a. **The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and***
Finding: The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constrains of the project site and needs of users. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design with the departure advances the following specific Comprehensive Plan policies:

- S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
- EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions and enhancing land use patterns to reduce vehicle dependency.
- EN-45: Implement the City-wide use of low impact development techniques and green building practices.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Finding: The LUC allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The Four 106 project proposes to designate 65% of the 605 stalls provided (393 compact stalls), consistent with what the code allows. The project will work through its final garage design as it advances through construction documents to make sure it maximizes garage efficiency.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Finding: The project currently seeks 65% compact stalls, which the code allows. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained below-grade garage floorplates.

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

Finding: Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Finding: Not applicable

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to reduce the parking stall size requirement will be approved as part of this Design Review approval. **Refer to Condition of Approval regarding Compact Parking Stalls in Section XII.C of this report.**

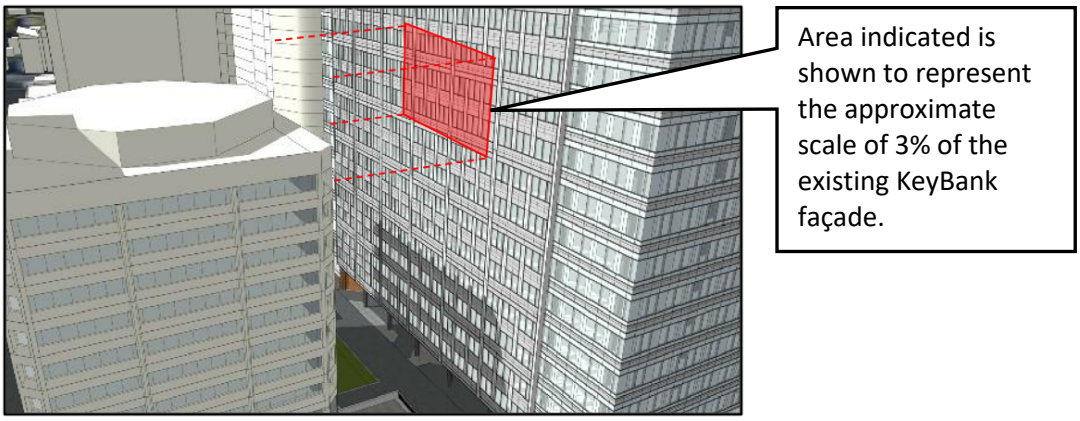
4. Departure Request to reduce 60-foot Tower Separation

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.060.F.2 a departure is requested to reduce

the minimum 60' Tower Separation requirement to 50' – 2".

- Seeking 50' tower separation for Phase 1 Design Review for 3% of the façade on 21-story tower (which is less than the 10% maximum) to be within 50' of the existing KeyBank office building.
- Phase 2 design under another Design Review will be required to meet the 60' requirement.

Figure 25: Tower Separation Departure Diagram



Departure Decision Criteria:

a. ***The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; and***
Finding: The departure request advances Comprehensive Plan policies, including the two outlined below:

Downtown Subarea Plan Policy S-DT-35*: Create a pedestrian environment with a sense of activity, enclosure, and protection.*

By creating a podium at the southern area of the site, a sense of enclosure and protection is provided for the through-block connection, and along 106th Ave NE, while allowing light and air onto the through block connection. If the tower separation were compliant at 60' the massing of the tower would shift southward to fully make use of FAR and create a larger wall adjacent to the through block connector, creating an uncomfortable "canyon" feeling for pedestrians and reducing their access to light and air.

Downtown Subarea Plan Policy S-DT-37: *Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.*

The departure minimizes the impact on adjacent properties by creating additional separation to the southern development, without any adverse impact to either phase of the MDP. The ability to pull the tower façade as far north as possible promotes a more user-friendly through-block connection.

b. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and

Finding: Per LUC 20.25A.150.E, the Four106 Tower is wider than the Code anticipates and is biased towards the north of the site to create more space, light, and air at the southern portion of the property. This benefits the pedestrian through block connection, as well as the SOMA project to the south.

c. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and

Finding: Tower separation requirements are found in LUC 20.25A.075.B. The minimum dimension allowed through a departure is 20' – 0" from the requirement in LUC 20.25A.060 of 60' – 0" for a maximum of 10% of the façade. The project proposes a 50' – 2" departure for XXXXX% of the façade of the office tower. The proposed departure is the minimum necessary to achieve a specific podium expression and specific focus on the through-block connection

d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

Finding: There are two specific criteria in LUC 20.25A.075.B that must be met.

1. A maximum of 10 percent of the facade is within the tower separation distance of another building's façade.
    - The applicant is proposing that 3.1% of the façade is within the reduced tower separation, less than the allowed 10%.
2. Demonstration that the intrusion does not affect the light, air or privacy of the users of either building.
    - As described above, the intrusion does not affect the light, air, or privacy of the users of either building.

e. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Finding: Not applicable

Finding: After review of the submitted Departure Request and the review of this request against the Departure Decision Criteria as discussed above, the departure to allow Tower Separation of less than 60 feet will be approved as part of this Design Review approval.

VI. PUBLIC NOTICE AND PUBLIC COMMENT

Application Date:	November 23, 2019
Notice of Application (500 feet):	January 23, 2020
Public Meeting:	February 13, 2020
Minimum Comment Period:	February 06, 2020
Re-Notice of Application (500 feet):	May 28, 2020
Re-Notice Minimum Comment Period:	June 06, 2020

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on November 23, 2019 with notice mailed to property owners within 500 feet of the project site. A

public information sign was installed on the site the same day. A Public Meeting was held at City Hall on February 13, 2020 and was attended by about a dozen members of the public. During the February 13th Public Meeting, staff and the applicant shared updated plans with the public indicating the building on the west was increasing in height from 17 stories in the original application to 21 stories. The meeting attendees were told that the project would be re-noticed to inform neighbors of this increase in building height. Most of the meeting's questions and verbal comments related to traffic, views, and rooftop mechanical equipment. Staff specifically explained the project limits and phasing and discussed what would change on the Key Bank site during the first phase, and then what would happen on the Key Bank site during the second phase.
The project was publicly re-noticed on the City's Weekly Permit Bulletin, and the Seattle Times on May 28, 2020, along with being mailed to property owners within 500 feet of the project site. The re-notice was at the request of the applicant. The public information sign was updated to include the new notice information. Four written comments have been received regarding the proposal and there are three Parties of Record.

Below is a summary of comments received by the City regarding this proposal:

1. ***The Washington State Department of Ecology (DOE) commented that the proposed project is located a block east of two sites listed on the Model Toxics Control Act(MTCA) Confirmed and Suspected Contaminated Sites List:***
   - ***Bellevue Properties site (clean-up site ID 11699, facility site ID 38527423) at 298 Bellevue Square.***
   - ***Mercedes Specialist Properties site (clean-up site ID 5988, facility site ID 37923854) at 340 Bellevue Way NE.***

   Additionally, the SEPA site is located one block north of the Bellevue Pacific Center site (clean-up site ID 12518, facility site ID 2465) at 166 106th Avenue NE.

   If contaminated groundwater from the MTCA sites listed above have reached the SEPA project location, the SEPA parcel will be considered part of the MTCA site. In this case, petroleum and/or solvent contamination at the SEPA project location should be characterized to ensure protection of workers and future residents and mitigation of MTCA liability.

   One or more of the following may be needed:
   - ***Removal and proper disposal of contaminated soil and/or ground water from the SEPA site location.***
   - ***Construction of a cut-off wall to prevent contaminated ground water from flowing into the SEPA site location.***
   - ***Worker health and safety measures.***
   - ***Vapor intrusion into controls for the new building such as a vapor barrier or a sub-slab depressurization system.***

   Site documents available electronically can be found at: https://apps.ecology.wa.gov/gsp/SiteSearchPage.aspx; to review site documents not available electronically, a public records request can be placed using the information available at: https://ecology.wa.gov/About-us/Accountability-transparency/Public-records-requests.
   Response: The comments were received by the City and shared with the applicant for their information.

2. ***The project for an office tower will intensify the congestion that already causes residents of Bellevue Towers difficulty, as current pedestrian and vehicular activity makes it "impossible" for them to see potential hazards as they exit the private alleyway on which their garage is located and enter the NE 4th Street ROW.***
   Response*:* The proposal is not responsible for existing conditions on property across NE 4Th Street. The proposal meets the required parking ratios per LUC 20.25A.080 discussed in Section III of this report - Consistency with Land Use Code/Zoning Requirements, and as approved per the Administrative Departure Requests as described in Section V of this report.

3. ***Place more restrictions on noise for equipment placed on top of buildings. Also place additional restrictions to cover air conditioning units and create more restrictive noise abatement rules.***
   Response*:* Sound and noise in the Downtown are regulated per the City of Bellevue's Noise Code in Bellevue City Code (BCC) 9.18. Land Use cannot place more restrictive regulations on a specific project than those found in City Code. However, the application of the Land Use Code provisions, as well as the placement of Conditions of Approval on the project will help ensure compliance with the Noise Code requirements. **Refer to Conditions of Approval regarding Use of Best Noise Abatement Technology in Section XII.A and Certification by Noise Consultant in Section XII.C of this report**.

4. ***Reject the variance to increase the tower height from 17 to 21 stories. The development taking place in Downtown is "out of control" and is evidence that the City does not care about downtown residents.***
   Response*:* The modification to increase one of the proposed towers from 17 stories to 21 stories is permitted in Downtown as found in the Land Use Code (LUC 20.25A.060). The proposed height is below than the maximum building height allowed in the LUC and approval of this height does not require a Variance. The Land Use Code permits towers up to 345 feet in height. The applicant is proposing a single tower with a height of 286'-8. and another building in Phase 2 below 100 feet in height. Refer to Section III of this report for additional dimensional information.

VII. TECHNICAL REVIEW

A. Land Use/Environmental Health/Noise

1. Construction Noise: While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

   Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. The Director, as outlined in the Noise Control Ordinance, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. Allowances for short term work outside of normal construction hours shall be limited and

will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. **Refer to Conditions of Approval regarding Construction Hours and Use of Best Available Noise Technology in Section XII.A of this report.**

2. Mechanical Exhaust:
   All exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public. **Refer to Conditions of Approval regarding Garage Exhaust and Commercial Venting in Section XII.C of this report.**

   Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or other public places prior to the issuance of any mechanical permits. **Refer to Condition of Approval regarding Certification by Noise Consultant in Section XII.C of this report.**

B. Transportation Review

The proposed Four 106 MDP site is located in downtown Bellevue, bordered by NE 4th Street to the North and 106th Ave NE to the West. The property is divided by the 106th Place NE (a private alleyway into two sites each represents one phase of the development.

The Four 106 MDP project will redevelop three sites which are 10655 NE 4th St, 320 106th Ave NE, and 350 106th Ave NE. The proposed development will contain two office buildings, one high-rise and one mid-rise. The project includes demolition of three buildings, and construction of two buildings in two phases. Total development will be roughly 637,737 GFA (GFA is calculated for Transportation as defined in the Traffic Code CH 22.16) based on the Traffic Impact Analysis Report, and the proposed uses of the MDP (office, restaurant, and retail) are estimated to generate 430 net new p.m. peak hour trips.

The Four 106 MDP project will be developed in two phases. Phase 1 will be a 21 story Class A office tower with an area of 497,577 GFA. Phase 1 will also include an interim condition 2,945 GFA retail pavilion and plaza at the north end of the Key Bank site which will replace the current surface parking. Phase 2 will be a 5 story, 137,215 GFA Class A mid-rise office building with 3 levels of below-grade parking on the KeyBank site.

The Four 106 MDP required transportation infrastructure will include frontage improvements on NE 4th Street and 106th Ave NE, pavement widening on 106th Ave NE to add an on-street parking lane as well as a short right turn pocket, east-west pedestrian mid-block crossing of 106th Ave NE including the installation of a Rectangular Rapid Flashing Beacon (RRFB) system, a refuge median across, and all ADA curb ramps, improvement and widening to the 106th Place NE (private alleyway) including a 6-foot wide delineated pedestrians path on the eastern boundary, traffic signal modifications at the south east corner of the intersection of NE 4th Street/106th Avenue NE, channelization revisions, and three new driveway and private road approaches on NE 4th Street and 106th Ave NE. Also, the required on-site pedestrian facilities include the East/West through-block pedestrian connection between Phase 1 and Phase 2 along the southern boundary of the development.

A curb bump-out will be provided for the pedestrian mid-block crossing as well as the driveway approach on 106th Avenue NE to align with the existing driveway of SOMA Tower and reduce pedestrian crossing distance. The bump-out may be removed by the City in the future if curb lane usage and traffic needs change along 106th Avenue NE.

The Administrative Design Review process for Phase 1 is moving forward concurrently with the Four 106 MDP. All of the identified required infrastructure will be constructed with Phase 1 of the project. Phase 2 of the Four 106 MDP project will be reviewed under a subsequent Administrative Design Review permit. Additional improvements may be needed based on the analysis for this phase.

Multimodal Site Access

Vehicle Site Access and Loading

The site is bordered by 106th Avenue NE, and NE 4th Street. NE 4th Street and 106th Ave NE are classified as major arterial and minor arterial respectively.

The existing site access is via one driveway onto NE 4th Street, another driveway onto 106th Avenue NE, and additional access through 106th Place NE (the private alleyway). All three existing driveways provide full access onto the public streets and are located within close proximity of the intersections.

With redevelopment, the proposed vehicular access to and from the project site will be provided via 106th Place NE (private road) and two other driveways onto 106th Avenue NE and NE 4th Street and will be restricted to right-in, right-out only movements in order to improve the access management along both streets.

The 106th Place NE (private alleyway) provides access to NE 4th Street and is approximately 110 feet west of the intersection with 106th Avenue NE. The intersection will be limited access to right-in and right-out turning movements. Access to the Phase 1 underground parking garage will be provided via a driveway approach off of 106th Avenue NE. The parking garage driveway is approximately 240 feet south of the intersection of NE 4th Street and 106th Avenue NE. The parking garage driveway to the KeyBank building will be through the improved existing driveway which is approximately 230 feet east of the intersection of NE4th Street and 106th Ave NE.

Truck loading for delivery and garbage pick-up will occur off of 106th Place NE (the private alleyway) and within the proposed two truck loading spaces on-site. Phase 1 will provide two truck loading spaces on the main level in the Tower loading dock bays and will accommodate an SU-30 size truck, entering through the northern private road approach of 106th Avenue NE and exiting via the private alleyway access on NE 2nd Street. During the interim condition truck loading and trash collection for the existing KeyBank Building will be done through a designated space on 106th Place NE (private alleyway) outside the two-way traffic lanes. Trash bins staging in the private alleyway will not be allowed. Trash bins pick up will be from the existing KeyBank building garage and coordinated between the applicant and Republic Service. For Phase 2, trucks loading, and trash collection will be done through the access to the mid-rise garage area near the south east corner of development. Therefore, all truck loading and operations will occur on-site and should not have any impacts on the 106th Place NE (private alleyway) or the

adjacent public streets. Auto Turn diagrams, showing the truck turning movements for Garbage and SU-30 trucks entering/exiting the site at the driveways onto the public streets and on-site, were prepared to verify adequate access is provided. Further analysis and review for Phase 2 building will be required during Phase 2 ADR. In addition, a pullout area on 106th Place NE (private alleyway) will be provided to be used for passenger loading and private shuttles.

In addition, a few options were reviewed and documented for the development's driveway configuration on 106th Avenue NE. It was determined that aligning the new driveway with the existing SOMA Tower driveway is the most reasonable option as it will allow better sidewalk connection between the two developments as well as providing better curb ramp design and shorter crossing distance for pedestrians. The proposed option will not preclude the City's ability to setback the driveway approach if curb lane usage and traffic needs change in the future along 106th Avenue NE.

With the completion of Phase 2 mid-rise office building, vehicular access and truck loading will be provided as described for phase 2 above. Further analysis and review for Phase 2 building will be required during Phase 2 ADR. **Refer to Conditions of Approval regarding Vehicular Access Restrictions and Provisions for Loading in Section XII.A of this report.**

Pedestrian Access

The existing pedestrian access is provided to the site from NE 4th Street and 106th Avenue NE, with existing sidewalks on both sides of the street. Adjacent to the proposed Four 106 MDP site, sidewalks are defective and not in compliance with ADA. There are no existing pedestrian facilities along 106th Place NE (the private alleyway) NE.

The proposed Four 106 MDP project will construct new sidewalk facilities along the project frontages on NE 4th Street and NE 106th Avenue. This includes a minimum 11-foot wide sidewalk and a minimum 5-foot wide planter strip on NE 4th Street. On 106th Avenue NE, the 5-foot planter width will accommodate 1-foot step-off where on-street parking lane is present. A 4-foot sidewalk extension is also required every 50 feet at locations adjacent to the parking lane. In addition, a minimum 6-foot wide delineated pedestrian walkway will be provided adjacent to the private road,106th Place NE. For Phase 1, due to the existing KeyBank building, the delineated pedestrian path will be only 4-foot wide at some locations where widening to the required 6-foot wide pedestrian path is not feasible. The sidewalks will be supplemented with an east-west connection along the southern edge of the property from 106th Ave NE to the existing KeyBank site.

Phase 2 of the project will ensure the full 6-foot width for the delineated pedestrian walkway is provided on the east side of 106th Place NE (private alleyway). The east-west through block pedestrian connection will include the construction of stairs, elevator, and pedestrian bridge to provide the required connection between the two building during the interim and ultimate condition. Additional improvements may be required and that will be determined during the Phase 2 Design Review process.

Bicycle Access

The Ped-Bike Plan refers to 106th Avenue NE as "other bicycle network" corridor; however, there are no bike plan projects established for the 106th Avenue NE corridor. No new or dedicated bicycle infrastructure is listed in Bellevue's plans along the development frontage on NE 4th Street.

Transit Service Access:

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The nearest public transit stop is located on NE 4th Street west of 108th Avenue NE (north side of street). The transit stop provides access to Metro Route 240. The Bellevue Transit Center is located approximately a quarter of a mile northeast of the project site and provides access to 20 local and regional routes.

Sight Distance for Vehicles and Pedestrians

A sight distance assessment was conducted at each of the site access locations on NE 4th Street and106th Avenue NE. Based on the TIA exhibits and assessment, the pedestrian and vehicle sight distance at each of the site access locations on NE 4th Street and 106th Ave NE are expected to meet the City standards except for pedestrian sight distance at the 106th Place

private alleyway access onto NE 4th Street. A design justification submitted by Navix at that location explains the need for the deviation from the pedestrian sight distance standard due to existing KeyBank building wall in the pedestrian sight triangle which if removed it would require extensive upgrades to the building to meet the current building code standards. Mitigation measures such as the use of signage and mirrors are proposed by the project consultant at that location during the interim condition, but ultimately, the standard 15-foot pedestrian sight triangle will be met when the Phase 2 building is constructed on the Key Bank site. The City does not consider mirrors to be acceptable mitigation for driveways entering public streets and will require other measures such as signage and/or tactile warnings during the review of the construction plans.

For the eastern driveway on NE 4th Street an existing concrete wall on the right side obstructs pedestrian sight distance to the right. Therefore, a section of that wall will be replaced by a handrail to improve sight distance to the right and meet the City's requirements. Additionally, vehicle sight distance at the garage access onto the private drive, loading docks and trash collection, and vehicle pullout area off 106th Place NE were evaluated at those locations within the site including the intersection of the east-west vehicular drive with the 106th Place NE private alleyway, sight distance for those access points have not been met. Therefore, TENW has submitted design justifications that shows the vehicle sight distance at loading/trash collection bays and interior private alleyway intersection meets alternative standards (AASHTO stopping sight distance). Mitigation measures are proposed by the applicant such as a parabolic traffic mirror and sign to alert pedestrians internally crossing the private alleyway and where vehicle sight distances have not been met. Such measures will be evaluated for this driveway during the review of the construction plans.

It should be noted that any street trees or other vegetation within the vehicle sight triangles should be trimmed to maintain clear visibility between 2 and 7.5 feet above the road surface.

Street Lighting

Street lighting photometric analysis is required along NE 4th Street,106th Avenue NE, and mid-block crossing at 106th Avenue NE. New street light poles and replacement of existing luminaires with new LED fixtures are required to meet the City's current light level standards.

In phase 1, the project will provide street lighting photometric analysis and will install the required new street lighting associated with the new mid-block crossing at 106th Avenue NE, along the south side of NE 4th Street, on the north side of NE 4th Street, at the south east corner of the intersection of NE 4th Street and 106th Avenue, along the east side of 106th Ave NE, and on the west side of 106th Ave NE.

The project will provide street lighting photometric analysis and will install the required new street lighting associated with Phase 2 which will be determined during the review process of Phase 2 ADR.

Transportation Infrastructure

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the

construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

Engineering and construction details must be shown on the civil engineering plans submitted to the clearing and grading permit. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans. During construction, city inspectors may require additional survey work at any time to confirm proper elevations. The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans.

Infrastructure improvements will be required on all of the site frontages with the approval of the MDP. These will be divided into the two phases as follows:

Phase 1:
NE 4th Street Frontage

- New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk along the development frontage on NE 4th Street.
- New standard concrete curb and gutter.
- Install street lighting per Bellevue Standards, including new poles, arms, and fixtures as

needed to meet Bellevue's minimum photometric values.
- Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- Install new and/or reconfigure signage and pavement markings.
- Replace existing 106th Place NE (Private alleyway) curb cut with a new 30-foot wide private road approach as per the City of Bellevue Downtown standards drawings.
- Replace the existing eastern curb cut onto NE 4th Street with a new driveway approach as per the City of Bellevue Downtown standards drawings.
- The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
- All doors along NE 4th Street shall be recessed. Doors are not allowed to swing open into the public sidewalk.

106th NE/NE 4th Street Intersection

- Reconstruct the southeast corner of the intersection to include new curb, gutter, two ADA ramps, and wider crosswalks. Verify the receiving ramps at the other ends of the crosswalk. Uncompliant companion ramps need to be upgraded to meet ADA standards.
- Modify and upgrade signal equipment to include one new mast arm pole, PS pole, signal heads, and associated wiring. As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- All associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits, and wiring.

106th Avenue NE Frontage:

- Widening 106th Avenue NE to provide 30-foot roadway width from the road centerline to the proposed face of curb on the east side to accommodate on-street parking lane and a minimum length of 100 foot right turn pocked including the lane transition.
- New standard concrete curb and gutter.
- New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk. The 5-foot planter width will accommodate 1-foot step-off where on-street parking lane is present. A 4-foot sidewalk extension is also required every 50 feet at locations adjacent to the parking lane. Fire hydrant shall not be placed adjacent to the parking lane.
- New channelization and signing along 106th Avenue NE.
- Configure the curb line at the driveway approach to align with the existing curb line of SOMA Tower. The proposed configuration will accommodate the curb ramp for the mid-block crossing and shortening the crossing distance.
- The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
- Removal of existing driveway cut on the site's frontage on 106th Avenue NE.
- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
- Install City fiber communication vaults, junction boxes, conduits and wiring per City's

requirements.

- All doors along 106th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

106th Avenue NE Mid-Block Pedestrian Crossing:

- New mid-block crosswalk with a refuge median across 106th Avenue NE.
- An RRFB system including a third pole in the refuge median.
- Accessible curb ramps in the sidewalks of both termini.
- All required channelization and signing associated with the mid-block crosswalk
- and RRFB system.
- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

106th Place NE (Private alleyway)

- Construction of approximately 30-foot-wide private alleyway with two-way traffic lanes.
- A minimum of 6-foot delineated pedestrian path on the east side of the private alleyway. During Phase 1, full 6-foot wide path is unobtainable at certain locations due to the existing KeyBank building and utilities. Therefore, a minimum 4-foot wide path can be provided at those locations. However, when Phase 2 is constructed, the full width of 6 foot must be provided.
- East/West through-block pedestrian connection between the sidewalk on 106th Ave NE
- and pedestrian path on 106th Place NE.

Phase 2
106th Place NE (Private alleyway)

- The full width of 6 feet for the delineated pedestrians path on the east side of the private alleyway must be provided for Phase 2 of the project.
- During the DESIGN review process of Phase 2, additional items may be required, it depends on the site plan configuration and whether it will be varied from the MDP submittal.
- If there is any impact to the development frontages on NE 4th Street, 106th Avenue NE, and 106th Place NE during the construction of phase 2, additional requirements may be added to mitigate the impact and bring the frontage improvements back to standards.

Additional infrastructure requirements, applicable to all Improvements:

- Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.
- Any awning, marquee, or balcony over the public sidewalk shall be located at least 9-feet above the sidewalk grade and be made to be removable.
- Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 12-vertical feet below the top of sidewalk, unless otherwise approved.
- No soil nailing is allowed under a street right of way or sidewalk/utility easement without

an indemnification agreement that protects the city.

- A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations. ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway.
- Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more
- than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path.
- installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
- Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.
- The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual.
- The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.
- Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.
- To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.
- To the extent feasible, no utility vaults may be located within the primary walking path in

any sidewalk.

- No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
- No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
- All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting, or serving the commercial development site shall be undergrounded. Transformers and utility vaults to serve the building shall be placed inside the building, below grade, or behind the sidewalk.

  Detailed list of required transportation infrastructure is included in the Civil Engineering Plans – Transportation Conditions of Approval section of this report. Refer to Conditions of Approval regarding Civil Engineering Plans – Transportation in Section XII.B of this report, Building and Site Plans – Transportation in Section XII.C of this report and Transportation Infrastructure Requirements and Pavement Restoration in Section XII.D of this report.

Right of Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street construction described elsewhere in this document, the developer is required to dedicate property such that street surface to

back of curb is accommodated within the public right of way**.** Additional right-of-way will be required at curb radii of 106th Avenue NE and NE 4th Street intersection as well as 106th Avenue NE. **Refer to Condition of Approval regarding Right of Way Dedication in Section XII.B of this report.**

Sidewalk and Utility Easements, Signal Easement, Pedestrian Access Easements, Vehicle Access Easement, and Pedestrian Corridor Easement

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks, slope, and wall located outside the City right of way on NE 4th Street and 106th Avenue NE. The applicant shall provide a vehicle and pedestrian access easement on 106th Place NE.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area. Transformers and utility vaults to serve the building shall be placed inside the building or below grade.

If there is any existing slope easement or a temporary construction easement at the existing site which will no longer be required for providing continued public service with the new proposed development. The applicant will be required obtain a release from this easement and compensate the City the fair market value of this easement prior to its release. **Refer to Conditions of Approval regarding Existing Easements, Easement for Sidewalk and Utilities,**

Signal Control and Streetlight Boxes, and Vaults, Streetlight/Utility/Pedestrian/Vehicle Access Easements in Section XII.B of this report.

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling, and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Conditions of Approval regarding Holiday Construction and Traffic Restrictions in Section XII.A of this report.**

Use of the Right of Way During Construction

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit. **Refer to Condition of Approval regarding Right-of-Way Use Permit in Section XII.B of this report.**

Right-of-Way Hold Harmless and Indemnity Agreement

A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements. **Refer to Conditions of Approval regarding Right-of-Way Hold Harmless and Indemnity Agreement in Section XII.C of this report.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Asphalt restoration to be coordinated with the City's Pavement Management Section. **Refer to Condition of Approval regarding Pavement Restoration in Section XII.D of this report.**

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any initial

occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070.

To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met. **Refer to Conditions of Approval regarding Transportation Management Program in Section XII.C of this report and Implement the Transportation Management Program in Section XII.D of this report.**

C. Utilities

Storm Drainage

This project will be reviewed under the 2019 Utilities Engineering Standards or those in effect at the time of building permit application.

The project drains to Lake Washington via the Meydenbauer Creek Basin. The project is redevelopment as there is more than 35% existing impervious surface. MR #1-9 apply because the total of the new plus replaced hard surfaces is 5,000 square feet or more, AND the value of improvements exceeds 50% of the assessed value of the existing.

The project addresses MR #4: Preservation of Natural Drainage Systems and Outfalls by continuing to discharge stormwater to the same location. The site discharges generally SW toward Meydenbauer Bay. A downstream capacity analysis is not required with the final Storm Drainage Report (SDR) because the project is connected to the Meydenbauer Drain Trunk Line.

The project addresses MR #5: Due to the size of the building footprint and the lack of available space for low-impact development BMPs (based on required property line and building setbacks) infiltration and dispersion BMPs were not evaluated for the project.

MR #6: Runoff Treatment applies based on the COB 2019 Utilities Engineering Standards SSWU Section D1-04.1 and is triggered because the pollution –generating hard-surface (PGHS) is more than 5,000 square feet (SF) in the threshold area of the project: approximately 4,100 SF on 106th Ave. NE and 7,800 SF on the private alleyway way.

MR #7: Flow Control applies based on Figure 1.5 Flow Chart for Determining Minimum Requirements for Redevelopment Projects but is not triggered because the project is within the Meydenbauer - No Detention Zone.

All unused existing services shall be abandoned back to the main per COB 2019 Utilities Engineering Standards.

Water

The water supply for this project is provided from City of Bellevue owned water main located on 106th Ave NE. Fire lines and Irrigation shall be provided by separate water main connections and services per COB Water Engineering Standards W3-10(C). Any irrigation lines or services

are required to have an approved and certified backflow assembly installed as well as provide an Irrigation Water Budget prior to acceptance of the installation.

New water services, smaller than 3-inch, will require a water service application (UC permit). Application fees will include permit fees, Regional Capital Facilities Charge and any other applicable fees due at the time.

Separate irrigation services are required for public and private landscaping respectively. A landscape Irrigation Budget is required for each type if the irrigated area is 500 square feet or greater.

All unused existing services shall be abandoned back to the main per COB 2019 Utilities Engineering Standards.

Sewer

UA permits (commercial and multifamily side sewer permits) will be required for each sanitary side sewer connection including modifications.

All unused existing services shall be abandoned back to the main per COB 2019 Utilities Engineering Standards. **Refer to Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards in Section XII.A of this report.**

D. Clearing and Grading

The clearing and grading REVIEWER has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the Design Review application. Approval of this Design Review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code. **Refer to Conditions of Approval regarding Clearing and Grading Permit Required and Seasonal Clearing and Grading Restrictions in Section XII.B of this report.**

E. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings received August 26, 2019. The Fire Department can approve this application. Subordinate and future permit applications are subject to review and approval. **Refer to Condition of Approval regarding Conceptual Fire approval in Section XII.A of this report.**

F. Building

The plans for Design Review have not been sufficiently developed for a thorough review under the 2015 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit applications.

The plans generally conform to the level of detail typical at this stage in the design process. The following items are required to be addressed in the development of the plans for building permit.

Master Development Plan and Design Review

1. The construction of the new 21-story office tower (Phase 1) utilizes a No-Build Easement Agreement that establishes a fire separation line 13 feet east of the interior lot line between the two properties. The fire separation line established by the No-Build Easement will determine the requirements for fire rating of the exterior wall per IBC Section 602, projections, and openings protection per Section 705 of the future Key Bank (Phase 2) building. **Refer to Conditions of Approval regarding Recorded No-Build Easement Agreement in Section XII.C of this report.**

2. Phase 1 of the Master Development Plan includes site improvements of the Key Bank property and construction of a pedestrian bridge part of the mid-block connector. The site improvements include partial demolition of the existing parking structure and construction of 1-story retail pavilion. It is our understanding that Land Use will require these improvements to be completed prior to or at the same time as the new 21-story office tower. Separate construction permits will be required for the work, including a Medium Commercial Building permit. **Refer to Conditions of Approval regarding Separate Building Permits Required in Section XII.C of this report.**

VIII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The SEPA Environmental Checklist in Attachment A of this report, together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under SEPA.

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XII of this report**.

A. Environmental Health

1. Construction Vehicle Pollution:
   To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment in section XII.A of this report.**

2. Construction Light and Glare:
   Construction light and glare is not permitted to affect neighboring residential uses. **Refer to Condition of Approval regarding Construction Light and Glare in section XII.A of this report.**

B. Transportation

This project will approve a Master Development Plan (MDP) for two phases of development and Design Review approval for the first phase. The MDP project will construct two buildings, one in each phase, with a total of 635,000 sf of office use, 6,800 sf of restaurant, and 6,800 sf of retail use in the full buildout condition. The Master Development Plan (MDP) project is located on the southeast corner of 106th Avenue NE and NE 4th Street. The MDP project site is

divided into two sites by 106th Place NE (private alleyway) that will be improved as part of phase 1 to provide vehicle access to both phases of the project. Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. In addition, the Bellevue Transit Center is located approximately a quarter of a mile northeast of the project site and provides access to 20 local and regional routes.

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of 635,000 sf of office use, 8,600 sf of restaurant use, and 6,800 sf of retail use in MMA 3, Downtown. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-

term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

This report is to cover the requirements for the MDP and the Design Review of Phase 1 that will be constructed at the western portion of the site, west of the private alleyway 106th Place NE. Phase 1 will include a tower on the west side of the site and the development of the existing parking lot located north of the existing Key Bank building on the Phase 2 portion of the site as an interim condition. This interim condition would include a small pavilion building with retail/restaurant uses. Phase 2 will include the complete redevelopment of the eastern portion of the site, east of the private alleyway including the removal of the interim Phase 1 pavilion building. **Refer to Conditions of Approval regarding Transportation Impact Fee in Section XII.C of this report.**

Mid-Range Impacts and Mitigation
Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

The Four 106 project will generate approximately 430 net new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, 29 system intersections received 20 or more p.m. peak hour trips.

Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. Upon issuance of the building permit, concurrency is reserved for the life of the building permit as provided for in BCC 23.05.100.E. **Refer to the Certificate of Concurrency in Attachment D of this report.**

Short Term Operational Impacts and Mitigation
A transportation impact analysis dated February 19, 2021 was prepared for the Four 106 project by Transportation Engineering Northwest to analyze the short-term impacts of the MDP and the Phase 1 development of the east tower.

The TIA assessed the operations of four intersections in the vicinity of the project to determine if additional mitigation is required for the development. This included a six-year analysis of operations for Phase 1 of the development and a 12-year analysis of operations of the completed MDP. As part of the proposed project, widening of 106th Avenue NE allows for the proposed new northbound right-turn pocket at 106th Avenue NE / NE 4th Street intersection adjacent to the site which would allow for a four-lane section. In addition, the signal at 106th NE and NE 4th Street intersection will be modified and upgraded with new signal phase and signal equipment which will improve the overall operation of the intersection.

The future 6-Year PM peak hour level of service analysis with the proposed Four 106 Phase 1 project indicates three out of the four intersections remain at the same overall LOS during the weekday PM peak hour. However, the Bellevue Way NE/NE 4th Street intersection is estimated to drop from LOS D to LOS E with the project. LOS E is generally considered to be acceptable in a downtown setting and therefore no off-site mitigation is proposed other than the proposed phase improvements which they include street widening along 106th Ave NE, a modified signal phasing and equipment at NE 4th

Street and 106th Ave NE, modifications to the intersections of 106th Ave NE and NE 4th Street to account for 106th Ave NE street widening, and frontage improvements along NE 4th Street and 106th Ave NE.

For the future 12-year PM peak hour traffic volumes with the proposed Four 106 MDP project, a Level of Service (LOS) analysis was conducted at the four study intersections for future 12-year weekday PM peak hour with project conditions. Existing intersection geometry and signal phasing were used in the future LOS analysis at the study intersections with exception to the additional northbound right-turn pocket along part of frontage on 106th Ave NE. All study intersections are estimated to operate at LOS E or better in the future both without and with the proposed project. Based on this information, no project-specific off-site mitigation is proposed.

To evaluate the operations of the improved 106th Place NE connections with NE 4th Street, 106th Ave NE, NE 2nd Street, a level of service (LOS) and queue analysis were completed for the access points during the weekday AM and PM peak hours results of the LOS analysis show that the individual movements at each of the stop-controlled site access locations are anticipated to operate at LOS D or better during the weekday AM and PM peak hours with the full buildout of the Four 106 MDP. The estimated 95th-percentile queues are all estimated to be no more than 100 feet.

To improve pedestrian connectivity, the project will provide an east-west connection along the southern edge of the property from 106th Ave NE to the eastern property line of the KeyBank site. To accommodate this connection the project will construct pedestrian bridge over the 106th Place NE creating future connection between the two phases towers. **Refer to Condition of Approval regarding Transportation Impact Fee in Section XII.C of this report.**

IX. CHANGES TO THE PROPOSAL DUE TO STAFF REVIEW

A. Site Design

a. Staff established that the KeyBank site was nonconforming and must be brought up to the current LUC standards and requirements. This resulted in:
   i. Provision of a 1-story retail pavilion along NE 4th Street as part of Phase 1.
   ii. Widening of the NE 4th Street sidewalk by demolishing a portion of the garage.
   iii. Removing the loud mechanical equipment along NE 4th Street and placing it further from public spaces.
   iv. Provision of a landscape strip rather than tree pits along NE 4th Street.
   v. Provision of an ADA compliant east-west pedestrian through block connection between 106th Avenue NE and the far eastern edge of the KeyBank portion of the site.

b. Provision of a pedestrian walkway along the private north-south private alleyway for pedestrian safety.
c. Provision of a vehicular drop-off area onsite.
d. Provision of trash, recycling, and loading internal to the building envelope and outside the private alleyway to reduce traffic congestion impacts and safety impacts.
e. Improved vehicular sight distance for northbound vehicles in the private alleyway at NE 4th Street.

B. Building Design

a. Provision of a building stepback at the corner of NE 4th Street and 106th Avenue to permit additional space for pedestrians and ADA users.
b. Weather protection along NE 4th Street that responds to topographic changes to improve the protection afforded to pedestrians.

X. DECISION CRITERIA

A. Master Development Plan Approval (LUC 20.30V.150) – Phase 1 and 2

The Director may approve or approve with modifications an application for a Master Development Plan if:

1. The proposed Master Development Plan is consistent with the Comprehensive Plan; and

Finding: The proposed MDP is consistent with Comprehensive Plan policies. The project introduces two Class A office buildings within the downtown core, with each providing public-oriented enclosed plazas that will provide a "third place" for gathering. The project also provides Active Uses and Enclosed Plazas along almost the entire street wall of both NE 4th Street and 106th Avenue NE. This will extend the "awake" time of the building and promoting a sense of safety and pedestrian engagement. Regarding architecture, the building façade continues up past the roof, continuing the massing language past a horizontal top, creating a unique roofline. Artwork is incorporated into the exterior columns that are located within the enhanced streetscape and the through-block connection which will add interest for pedestrians. Finally, the project provides enhanced streetscape and a pedestrian arcade along 106th Avenue NE that promote an enhanced pedestrian experience. These spaces will contain seating, lighting, and points of interest. In summary, the project will improve this section of downtown by adding space for office and retail uses, as well as provide public gathering spaces and generally improving the overall

pedestrian experience. Refer to Attachment B – Comprehensive Plan Policies for a list of policies that are applicable-to and provide support for this project.

2. The Master Development Plan complies with the applicable requirements of this Code; and

Finding: The proposal complies with applicable requirements of the Land Use Code. The Phase 1 Four106 Tower portion of the project complies either directly, as discussed in Section III of this report, or through Administrative Departures as discussed in Section V of this report. The Phase 1 KeyBank portion of the project's existing non-conformities will be brought into compliance with the site development standards of the current Downtown Code, either through proposed modifications by the applicant as discussed in Section III of this report, or through approved Administrative Departure requests as discussed in Section IV of this report. The Phase 2 portion of the project will comply with applicable requirements of the Land Use Code as discussed in Section III of this report.

3. The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent; an

Finding: As conditioned, the proposal addresses all applicable standards, design guidelines and criteria of this Code. Refer to Sections III and IV of this report for analysis and discussion relating to how these standards, design guidelines, and criteria have been met.

4. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.

Finding: As conditioned, the project depicts site features such as pedestrian through block connections, weather protection, active uses, enhanced streetscape, enclosed plaza and outdoor plaza space that relate to and connect with pedestrians along NE 4th Street and 106th Avenue NE, thereby complying with required site features of the DT-O-2-S district.

B. Design Review (LUC 20.30F.145) – Phase 1

The Director may approve, or approve with modifications, an application for Design Review if:

1. The proposal is consistent with the Comprehensive Plan, and

Finding: The Design Review for the Phase 1 portion of the MDP is consistent with the applicable policies of the Comprehensive Plan. The proposal provides for the mix of uses recommended by the Comprehensive Plan and provides a high-quality site and building design consistent with the Comprehensive Plan. More specifically, the site improvements will enhance the area for pedestrians through wider sidewalks, more landscaping, an outdoor plaza, a pedestrian through block connection, and a vehicular drop-off area onsite and away from public sidewalks. The building design will include weather projection, active uses, transparency, public art, publicly accessible enclosed plaza, and other features to better serve pedestrians and others. The architecture will add interesting buildings to the neighborhood. In addition, new onsite bicycle amenities like showers, lockers, and secure parking will improve the site for bicyclists. Refer to Attachment B "2021 Comprehensive Plan Matrix and Downtown Design Guidelines" for a list of Comprehensive Plan policies

that are applicable to, and provide support for, this project.

2. ***The proposal complies with the applicable requirements of this Code.***
Finding: As described in Section III of this report, the proposed building and site development will comply with all applicable requirements of the LUC except where Administrative Departures are requested for the following and as described in Section V of this report:
   - Departure 1: Tower Separation
   - Departure 2: Build-to Line
   - Departure 3: Office Parking Rate Reduction
   - Departure 4: Compact Parking

3. ***The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.***
Finding: As described in Section IV of this report and as included in Attachment B of this report (Downtown Design Guidelines), this proposal addresses and complies with all applicable design guidelines and criteria for Design Review proposal in the Downtown.

4. ***The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.***
Finding: The project will respond to its urban site by providing office and active uses in a high-quality site and building design. In addition, the enclosed plaza, ground floor retail uses, pedestrian through block and outdoor plaza will all improve the neighborhood's amenities. The design of the building will fit contextually into the surrounding development due to massing, site design, and high-quality architectural design and detailing including substantial use of glass and metal materials similar to adjacent development.

5. ***The proposal will be served by adequate public facilities including streets, fire protection, and utilities.***
Finding: As discussed in Section VII of this report, the project will be served by adequate public facilities, including streets, fire protection and utilities**. Refer to Conditions of Approval regarding Transportation, Fire and Utilities in Section XII of this report.**

XI. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, City Code & Standard compliance reviews, and SEPA, the Director does hereby **APPROVE WITH CONDITIONS** the Administrative Design Review and MDP.

XII. CONDITIONS OF APPROVAL

The following conditions are imposed on the applicant under the AUTHORITY: referenced:

A. GENERAL CONDITIONS:

Compliance with Bellevue City Codes and Ordinances

Compliance with all applicable Bellevue City Codes and Ordinances including but not limited to the following is required:

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Orooba Mohammed	425-452-4638
Transportation Code - BCC 14.60	Orooba Mohammed	425-452-4638
Trans. Improvement Program - BCC.22.16	Orooba Mohammed	425-452-4638
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425-452-4294
Bellevue Utilities Code - BCC Title 24	Arturo Chi	425-452-4119
Construction Codes - BCC Title 23	Violeta Tihova	425-452-4259
Code - BCC Title 20	Faheem Darab	425-452-2973
Sign Code - BCC Title 22B	Faheem Darab	425-452-2973
Noise Control - BCC 9.18	Faheem Darab	425-452-2973
Uniform Fire Code - BCC 23.11	Bill Lehner	425-452-2925
Parks Department	Tom Kuykendall	425-452-7924

1. **Construction Hours**
   Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1

   when necessary to accommodate construction, which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity*.

   AUTHORITY: Bellevue City Code 9.18.040
   REVIEWER: Mark Brennan, Land Use Division

2. **Construction Light and Glare**
   During construction, all lighting must utilize cutoff shields or other appropriate measures to avoid spillover glare onto adjacent uses beyond the site.

   AUTHORITY: LUC 20.20.522 & Bellevue City Code 9.10
   REVIEWER: Mark Brennan, Land Use Division

3. **Holiday Construction & Traffic Restrictions**
   Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

   AUTHORITY: Bellevue City Code 14.30.060
   REVIEWER: Tim Stever, Transportation Department

4. **Modification to the Master Development Plan (MDP)**
Any modification to this approval shall be documented either as a New MDP OR as a Land Use Exemption to the MDP in this approval. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report if the modification occurs within 10 years from the date of this approval. Any modification of the MDP must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Division Recorder's Office or its successor agency.

AUTHORITY: LUC 20.30V.160, 180 and 190
REVIEWER: Mark Brennan, Land Use Division

5. **Design Review Modifications**
Any modification to this approval shall be processed as either 1) a new decision, or 2) an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175
REVIEWER: Mark Brennan, Land Use Division

6. **Vested Status of Master Development Plan (MDP)**
The vested status of the MDP shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.30V.190.A. Approvals of any Design Review for this property will be vested to the Land Use Code in effect at the time of issuance of this report if the Design Review approval occurs within these 10 years.

While the MDP is vested to the Land Use code regulations for a period of ten years from the date of issuance of this decision, this extended vesting does not extend to any other codes.

AUTHORITY: LUC 20.30V.190
REVIEWER: Mark Brennan, Land Use Division

7. **Conceptual Fire Approval**
The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings received August 26, 2019. The Fire Department can approve this application. Subordinate and future permit applications are subject to review and approval.

AUTHORITY: Fire Code 23.11
REVIEWER: Bill Lehner, Fire Department

8. Preliminary Design, Utility Codes and Engineering Standards

Utility review has been completed on the preliminary information submitted at the time of this application. The review has no implied approvals for water, sewer and storm drainage components of the project. A Utility Extension Agreement will be required for review and approval of the utility design for sewer, water and storm. The side sewer connection will be reviewed, permitted and inspected under separate commercial/multifamily side sewer permit(s). Submittal of the Utility Extension will coincide with future clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. Preliminary storm drainage review was completed under the codes and standards in place at the time of this application.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Art Chi, Utilities

9. Provisions for Loading

The property owner shall provide an off-street loading space which can access a public street. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

AUTHORITY: Land Use Code 20.20.590.K.4 & Bellevue City Code 14.60.180
REVIEWER: Mark Brennan, Land Use Division
Orooba Mohammed, Transportation Department

10. Republic Servicing Key Bank Building and Retail Pavilion

As part of this Design Review approval, prior to the full demolition and redevelopment of the Key Bank site, the existing uses within the Key Bank Building and the new retail pavilion may be serviced as shown on the project plans and the Republic approval letter's plans. The trash and recycling bins may not be staged in or abutting the private alleyway. Rather they must be staged within the existing garage.

AUTHORITY: Land Use Code 20.20.590.K.4
REVIEWER: Mark Brennan, Land Use Division

11. Use of Best Available Noise Abatement Technology

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Mark Brennan, Land Use Division

12. Pet Relief Area

- The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk.
- Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewers system.
- Pet relief areas within the site must drain to the sanitary sewer.

- Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K
REVIEWERS: Tom Kuykendall, Parks Department &
Mark Brennan, Land Use Division

13. Air Pollution from Construction Vehicles and Equipment
Construction vehicles and heavy construction equipment shall emit the least amount of air pollution as possible. While on city streets, all construction vehicles shall meet the requirements of the Revised Code of Washington 46.61.655 for covered loads.

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Mark Brennan, Land Use Division

14. Vehicular Access Restrictions
Access to 106th Place NE and the driveway near the eastern boundary of the development from NE 4th Street and the driveway onto 106th Avenue NE will be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of signage, as specified in the final civil engineering plans for the development.

AUTHORITY: BCC 14.60.150
REVIEWER: Orooba Mohammed, Transportation Department

15. Enclosed Plaza Hours of Operation and Public Accessibility
The Enclosed Plaza shall be open and accessible to the public during the same hours that the building in which it is located is open.

AUTHORITY: LUC 20.25A.070.D.4.7.1
REVIEWER: Mark Brennan, Land Use Division

B. PRIOR TO CLEARING AND GRADING PERMIT:
The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements and to mitigate adverse environmental impacts not addressed through applicable Code provisions. These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:

1. Clearing and Grading Permit Required:
The clearing and grading REVIEWER has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of the Design Review application. Approval of this Design Review does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code. (BCC 23.76).

AUTHORITY: Clearing & Grading Code 23.76.035
REVIEWER: Janney Gwo, Development Services Department, Clearing & Grading Section

2. Seasonal Clearing and Grading Restrictions

The clearing & grading code defines the rainy season as October 1st through April 30th. The Development Services Department may grant approval to initiate or continue clearing or grading activity during the rainy season. Any approval will be based on site and project conditions, extent and quality of the erosion and sedimentation control, and the project's track record at controlling erosion and sedimentation.

AUTHORITY: Clearing & Grading Code 23.76
REVIEWER: Janney Gwo, Development Services Department, Clearing & Grading Section

3. Right-of-Way Use Permit

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

a) Designated truck hauling routes.
b) Truck loading/unloading activities.
c) Location of construction fences.

d) Hours of construction and hauling.
e) Requirements for leasing of right of way or pedestrian easements.
f) Provisions for street sweeping, excavation and construction.
g) Location of construction signing and pedestrian detour routes.
h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevent access. General materials storage and contractor convenience are not reasons for preventing access.

The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

AUTHORITY: Bellevue City Code 11.70 & 14.30
REVIEWER: Tim Stever, Transportation Department

4. Civil Engineering Plans - Transportation

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit that permits construction of the infrastructure. The design of all transportation infrastructure, street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development

Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. The civil engineering plans shall be the controlling document for all transportation infrastructure and street frontage improvements; architectural and landscape plans must conform to the engineering plans as needed.

All proposed infrastructure improvements within the right-of-way shall conform to current WSDOT Standard Specifications for Road, Bridge and Municipal Construction and to the City of Bellevue Special Provisions (BSP's).

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans.

Civil engineering plans shall include, but are not limited to:

a. Traffic signs and markings.
b. Curb, gutter, sidewalk, intersection, and driveway approach design. The engineering plans shall be the controlling document on the design of these features.
c. Architectural and landscape plans must conform to the engineering plans as needed.
d. Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
e. Installation or relocation of streetlights and related equipment.
f. Undergrounding of existing overhead utility lines, which should be coordinated with

g. adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
h. As part of the traffic signal installation or modifications, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
i. Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation.
j. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
k. Driveway landings on sloping approaches must meet the requirements for commercial development.
l. Trench restoration within any right of way or access easement.

The engineering plans shall include the following required transportation infrastructure:

Phase 1:

NE 4th Street Frontage

- New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk along the development frontage on NE 4th Street.
- New standard concrete curb and gutter.

- Install street lighting per Bellevue Standards, including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
- Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- Install new and/or reconfigure signage and pavement markings.
- Replace existing 106th Place NE (Private alleyway) curb cut with a new 30-foot wide private road approach as per the City of Bellevue Downtown standards drawings.
- Replace existing east curb cut with new driveway approach as per the City of Bellevue Downtown standards drawings.
- The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
- All doors along NE 4th Street shall be recessed. Doors are not allowed to swing open into the public sidewalk.

106th NE/NE 4th Street Intersection

- Reconstruct the southeast corner of the intersection to include new curb, gutter, two ADA ramps, and wider crosswalks. Verify the receiving rams at the other ends of the crosswalk. Uncompliant companion ramps need to be upgraded to meet ADA standards.
- Modify and upgrade signal equipment to include one new mast arm pole, PS pole, signal heads, and associated wiring. As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions into the city's adaptive signal

- management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- All associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits, and wiring.

106th Avenue NE Frontage:

- Widening 106th Avenue NE to provide 30-foot roadway width from the road centerline to the proposed face of curb on the east side to accommodate on-street parking lane and a minimum length of 100 foot right turn pocked including the lane transition.
- New standard concrete curb and gutter.
- New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb and a minimum 11-foot wide concrete sidewalk. The 5-foot planter width will accommodate 1-foot step-off where on-street parking lane is present. A 4-foot sidewalk extension is also required every 50 feet at locations adjacent to the parking lane.
- New channelization and signing along 106th Avenue NE.
- Configure the curb line at the driveway approach to align with the existing curb line of SOMA Tower. The proposed configuration will accommodate the curb ramp for the mid-block crossing and shortening the crossing distance.
- The landscape planter shall have spray irrigation, root barrier, street trees and

landscaping.

- Removal of existing driveway cut on the site's frontage on 106th Avenue NE.
- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
- Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- All doors along 106th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

106th Avenue NE Mid-Block Pedestrian Crossing:

- New mid-block crosswalk with a refuge median across 106th Avenue NE.
- An RRFB system including a third pole in the refuge median.
- Accessible curb ramps in the sidewalks of both termini.
- All required channelization and signing associated with the mid-block crosswalk
- and RRFB system.
- Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

106th Place NE (Private alleyway)

- Construction of approximately 30-foot-wide private alleyway with two-way traffic lanes.
- A minimum of 6-foot delineated pedestrian path on the east side of the private

- alleyway. During Phase 1, full 6-foot wide path is unobtainable at certain locations due to the existing KeyBank building and utilities. Therefore, a minimum 4-foot wide path can be provided at those locations. However, when Phase 2 is constructed, the full width of 6 foot must be provided.
- East/West through-block pedestrian connection between the sidewalk on 106th Ave NE and pedestrian path on 106th Place NE.

Phase 2

106th Place NE (Private alleyway)

- The full width of 6 feet for the delineated pedestrians path on the east side of the private alleyway must be provided for Phase 2 of the project.
- During the Design Review process of Phase 2, additional items may be required, it depends on the site plan configuration and whether it will be varied from the MDP submittal.
- If there is any impact to the development frontages on NE 4th Street, 106th Avenue NE, and 106th Place NE during the construction of phase 2, additional requirements may be added to mitigate the impact and bring the frontage improvements back to standards.

Additional infrastructure requirements include, but are not limited to:

a. The existing curb, gutter, and sidewalk along the property frontage shall be completely removed and reconstructed with the new curb, gutter and sidewalk as listed above. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

b. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

c. Any awning or marquee over the public sidewalk shall be located at least 9-feet above the sidewalk grade and shall be removable and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

d. No new building structure or garage shall be constructed over or under a street right-of-way. Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 10-vertical feet below the top of sidewalk and 20 vertical feet under the corner radii, unless otherwise approved. Any building construction located above the public sidewalk easement shall be located a minimum of 60 feet above the top of the sidewalk. A memorandum of permit will be required to be recorded to document the location of the structure.

e. No soil nailing is allowed under a street right of way or sidewalk/utility easement

f. without an indemnification agreement that protects the city.

g. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).

h. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during

construction in order to confirm the required elevations.

i. ADA also requires provision of a safe travel path for visually impaired pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

j. Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.

k. The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

l. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.

m. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.

n. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.

o. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

p. All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting, or serving the commercial development site shall be undergrounded. Transformers and utility vaults to serve the building shall be placed inside the building, below grade, or behind the sidewalk.

Construction of all street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Orooba Mohammed, Transportation Department

5. **Existing Easements**
Any transportation or utility easements contained on this site which are affected by this development must be identified. Any construction that will occur in the easements must be compatible with the easement language or the easements must be relinquished following City procedures.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

6. **Easements for Signal Control and Street Light Boxes and Vaults**
The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

7. **Sidewalk/Utility/Pedestrian Access/Vehicle Access Easements**
The applicant shall provide sidewalk, utility, pedestrian access, and vehicle access easements to the City such that sidewalks, paths, trails, and private streets outside of the City right of way are located within an easement area.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

8. **Right-of-Way Dedication**
The applicant shall dedicate right of way to the City along the property frontage such that required street improvements are located within the public right of way.

AUTHORITY: BCC 14.60.090
REVIEWER: Orooba Mohammed, Transportation Department

9. Final Landscape and Irrigation Plans

a. General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, the Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.
b. Any significant modification of these plans will require additional review and approval.
c. Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the building permit set for reference only. Each sheet shall be labeled "**FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT NUMBER XX-XXXXXX-GD FOR APPROVED LANDSCAPE AND IRRIGATION PLANS**".
d. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
e. Electrical components shall not create a tripping hazard in the sidewalk.

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWER: Mark Brennan, Land Use Division

10. Street Trees and Right-of-Way/Streetscape Landscaping

- Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
- Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:

  - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
  - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
- A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Tom Kuykendall, Parks Department &
Mark Brennan, Land Use Division

11. Soil Volume

Trees proposed within the site and streetscape planter areas shall be provided the required soil volume, as described within the City of Bellevue Parks Department, Environmental Best Management Practices and Design Standards Manual: https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf Soil volume calculations shall be shown on the plans submitted for a clearing and grading permit.

AUTHORITY: Environmental BMP's and Design Standards Manual
REVIEWERS: Mark Brennan, Land Use Division
Tom Kuykendall, Parks Department

12. Streetscape Irrigation (Right-of-Way and Site)

a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
b. No drip irrigation will be allowed within any City right-of-way.
c. Schedule 40 irrigation pipe is required.
d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
f. Parks Department Contacts:

- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Mark Brennan, Land Use Division

C. PRIOR TO BUILDING PERMIT:

The following conditions are required by City Code. Unless otherwise specified below, these conditions must be complied with on plans submitted with the Building Permit application:

1. Boundary Line Adjustment

A Boundary Line Adjustment (LW permit) will be required to be reviewed, approved, and recorded prior to any construction to create one lot. A link to Bellevue's Boundary Line

Adjustment permit information is the following:
http://development.bellevuewa.gov/permits-and-inspections/permits-and-forms/land-use-permits

AUTHORITY: Land Use Code 20.45B.260
REVIEWER: Mark Brennan, Land Use Division

2. Recorded No-Build Easement

The No-Build Easement Agreement described in Section VII of this report must be recorded at King County and will be required to be submitted prior to issuance of any building permit.

AUTHORITY: IBC Section 602 (projections), Section 705 (openings protection)
REVIEWER: Violeta Tihova, Building Department

3. **Separate Building Permits Required**
   Separate construction permits will be required for the work, including a Medium Commercial Building permit for the Key Bank site improvements and pedestrian bridge. The Key Bank and mid-block connector work must be completed prior to, or at the same time as the Tower Building permit.

   AUTHORITY: BCC 23.05
   REVIEWER: Violeta Tihova, Building Department

4. **Transportation Impact Fee**
   Payment of the traffic impact fee will be required at the time of building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit on the first building permit issued. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.
   AUTHORITY: BCC 22.16
   REVIEWER: Orooba Mohammed, Transportation Department

5. **Building and Site Plans – Transportation**
   The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

   AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
   REVIEWER: Orooba Mohammed, Transportation Department

6. **Transportation Management Program**
   The owner of each property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070.

   AUTHORITY: BCC 14.60.070
   REVIEWER: Orooba Mohammed, Transportation Department

7. **Right-of-Way Hold Harmless and Indemnity Agreement**
   A right-of-way hold harmless and indemnity agreement for soil nails or other shoring objects permanently placed in the right-of-way or sidewalk and utility easement has been submitted and recorded prior to shoring permit issuance.

   AUTHORITY: BCC 14.30.160
   REVIEWER: Orooba Mohammed, Transportation Department

8. Exterior Building Lighting

All exterior building lighting shall include cut-off shields that prevent spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable.

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Mark Brennan, Land Use Division

9. Garage Exhaust

Provide certification by a noise consultant or mechanical engineer that the noise from the exhaust fans will not exceed 60 dBA and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system will not adversely affect pedestrian comfort.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Mark Brennan, Land Use Division

10. Commercial Venting

To further protect the environment, the applicant shall be required to direct all venting away from pedestrian areas and gathering spaces either to the roof or non-gathering space locations. This will reduce the opportunity of malodorous odors from encroaching into the pedestrian activated areas and any private amenity terrace areas.

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Mark Brennan, Land Use Division

11. Compact Parking Stalls

All compact stalls shall be shown on the building plans and shall be marked as such on each stall. Compact stalls may not exceed 64% of the total number of stalls.

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Mark Brennan, Land Use Division

12. Street Level Glazing

To ensure visibility from the public sidewalk into the active use spaces on 106th Avenue NE and NE 4th Street as identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.30F.145, 20.25A.170
REVIEWER: Mark Brennan, Land Use Division

13. Mechanical Location and Screening

a. Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be

located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD.

c. All roof-top equipment shall be painted to match the roof to further screen from above.

AUTHORITY: Land Use Code 20.20.525, 20.20.650, 20.25A.130
REVIEWER: Mark Brennan, Land Use Division

14. Certification by Noise Consultant

The applicant shall provide certification by a certified noise consultant that the noise from mechanical exhaust fans will not exceed 60 dBA anywhere along public sidewalks or other public spaces prior to the issuance of any mechanical permits.

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Mark Brennan, Land Use Division

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the any Certificate of Occupancy:

1. Transportation Infrastructure Requirements

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Existing overhead lines must be relocated underground. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction unless the City requires a delay.

AUTHORITY: BCC 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual and Transportation Department Design Manual Standard Drawings.
REVIEWER: Orooba Mohammed, Transportation Department

2. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as required at the time of permit approval

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Tim Stever (425) 452-4294

3. **Implement the Transportation Management Program**
   The Transportation Management Program required by Bellevue City Code Sections 14.60.070 per the condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

   To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split is met when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met.

   AUTHORITY: BCC 14.60.070
   REVIEWER: Orooba Mohammed, Transportation Department

4. **Project Sign Design Package**
   There are no implied approvals of proposed signage within this Master Development Plan and Design Review approval. The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

   The sign package plans, elevations, and/or sketches shall include but are not limited to:
   1. Location
   2. Illumination
   3. Color and Materials
   4. Design

   Design Review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application.

   AUTHORITY: Bellevue City Code 22B.10
   REVIEWER: Mark Brennan, Land Use Division

5. **Landscape Installation Assurance Device**
   All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

   AUTHORITY: Land Use Code 20.40.490
   REVIEWER: Mark Brennan, Land Use Division

6. **Landscape Maintenance Assurance Device**
   The applicant shall file with the Development Services Department an executed landscape maintenance assurance device (Assignment of Savings, Letter of Credit, or Bond) for a one-year period equivalent to 20% of the cost of labor and materials for all of the required landscaping. The assurance device will be released upon inspection by Land Use at the end of the one-year period.

   AUTHORITY: Land Use Code 20.40.490
   REVIEWER: Mark Brennan, Land Use Division

7. **Maintenance Agreement with the City of Bellevue**
   After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

   AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
   REVIEWER: Mark Brennan, Land Use Division

8. **Outdoor Plaza Easement**
   The landscape plans shall include a final detailed design of the Outdoor Plaza Space required for the project to receive FAR amenity bonus points for construction of an Outdoor Plaza. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times.

   AUTHORITY: Land Use Code 20.25A.070.D.4(2) & 20.25A.075.A.3
   REVIEWER: Mark Brennan, Land Use Division

9. **FAR Amenity Bonus and Project Approval Recording (MDP & LD).**
   The applicant shall record a copy of the following project documents for both the MDP and Design Review (separately) with the King County Recorder's Office:
   - FAR Amenity Bonus Point calculations.
   - A corresponding black and white site plan/floor plan diagram of all FAR amenity bonus areas, such as outdoor plazas and active use spaces, and their associated area in square feet;
   - A copy of the approved Conditions of Approval for the project.

   AUTHORITY: LUC 20.25A.070.E
   REVIEWER: Mark Brennan, Land Use Division

10. **Pedestrian Access Easement and Signage for the Through-Block Pedestrian Connections**
    The applicant shall record a pedestrian access easement for the east-west through-block pedestrian connection to allow for 24-hour public pedestrian access. This written agreement must meet the satisfaction of the Development Services Department Director. In addition, public access signage is required as depicted in the Bellevue Wayfinding Manual and shall be placed at the west terminus of the connection at 106th Avenue NE and the east terminus of the connection at the north-south pedestrian connection on the

adjoining property to the east. The signage will clearly convey the message that the public is welcome along the east-west and north-south pedestrian connections. In addition, the elevator near the western end of the east-west connection is required to be open to the public 24 hours a day, throughout the year.

AUTHORITY: Land Use Code 20.25A.160.D, BCC 22B
REVIEWER: Mark Brennan, Land Use Division

11. Allocation of Parking for Retail, Restaurant, Visitors, and Office Uses

Prior to TCO, the applicant shall submit plans of the parking garage to Land Use, identifying the exact location of the parking stalls to be assigned (if any assignment/restrictions are to occur) to the retail uses, restaurant uses, office uses, and short-term parking in the building and onsite and any conditions and restrictions for these spaces, including how they are to be monitored. All spaces shall be marked for each use and spaces serving active uses (retail and restaurant) must be available during regular business hours.

AUTHORITY: Land Use Code 20.25A.080
REVIEWER: Mark Brennan, Land Use Division

ATTACHMENT A

Annotated by Mark Brennan (MB) 05/25/2021

DEVELOPMENT SERVICES DEPARTMENT
450 110TH AVENUE NE
BELLEVUE, WA 98009-9012

19-130426-LD Design Review
19-130395-LP Master Development Plan

SEPA Environmental Checklist

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit the Land Use Desk in the Permit Center between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4) or call or email the Land Use Division at 425-452-4188 or landusereview@bellevuewa.gov. Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

Purpose of checklist:
The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:
This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use “not applicable” or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

PLEASE REMEMBER TO SIGN THE CHECKLIST. Electronic signatures are also acceptable.

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A. Background [help]

1. Name of proposed project, if applicable: [help]
   Phase 1: Four 106
   ~~*Phase 2: Existing Key Bank Building Site*~~

2. Name of applicant: [help]
   ~~*Fana Four 106, LLC.*~~ Timothy Bissmeyer

3. Address and phone number of applicant and contact person: [help]
   ~~*10655 NE 4th St, Ste 700*~~
   ~~*Bellevue, WA 98004*~~
   ~~*(425) 495-1201*~~
   ~~*Contact: Mike Yellam*~~
   Timothy Bissmeyer
   CollinsWoerman
   710 2nd Avenue, Suite 1400, Seattle, Washington 98104
   206-245-2047

4. Date checklist prepared: [help]
   November 13, 2019

5. Agency requesting checklist: [help]
   City of Bellevue Development Services
   450 110th Ave NE
   P.O. Box 90012
   Bellevue, WA 98009
   (425) 452-6800

6. Proposed timing or schedule (including phasing, if applicable): [help]
   The proposal that is analyzed in this Environmental Checklist involves site preparation work, demolition of existing buildings, excavation/grading, building construction, and operation of the proposed buildings. It is proposed for Phase 1 that site preparation (including demolition, excavation, and grading) would begin in mid-late 2021, construction would begin in late 2021, and completion/building occupancy would occur in early 2024. Timing/schedule of the Phase 2 development has not yet been determined at this time.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]
   No, this proposal includes phasing of the projects over time and this submittal encompasses all of the expected future work.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]
   A Phase 1 Environmental Site Assessment (dated August 6, 2014) has been completed by Associated Earth Sciences Inc. Hazardous Materials Survey will be completed prior to demolition of the existing buildings.

9. Do you know whether applications are pending for governmental approvals of other proposals

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directly affecting the property covered by your proposal? If yes, explain. [help]
There are no known applications that are pending approval for the project site.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]
Master Development Plan (MDP), Administrative Design Review (ADR), Building Permits and all other related construction permits.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]
This proposal is for a multi-phase development in Bellevue at the corner of NE 4th St and 106th Ave NE. The project is a two-phase Master Development Plan (MDP).

424,128

7 levels per approved office parking ratio departure`

The Phase 1 development will be a 21-story Class-A office building with ~~8~~ levels of below grade parking. There will be ~~426,439~~ GFA of office, combined with ground floor uses consisting of ~~8,338 SF~~ of retail, and ~~3,410 SF~~ of public commons. The southern portion of the site will be dedicated to an enhanced through-block connector along the east-west axis of the site, connecting both phases of this Master Development Plan.

5,816 (exempt) GFA

3.730 (exempt) GFA

and a 1-story, 2,629 (exempt) GFA retail pavilion on the KeyBank property.`

on the KeyBank property.

The Phase 2 development will be a 5-story Class-A office building with 3 levels of below grade parking. In total, there will be ~~117,743~~ GFA of office, combined with ground floor uses consisting of ~~6,830 SF~~ of retail, and 3,645 SF of public commons.

120,054

7,295 (exempt) GFA retail. In Phase 2, the Phase 1 1-story retail pavilion will be demolished.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]
Phase 1 site address: Four 106
320-350 106th Ave NE
Bellevue, WA 98004

Phase 1 Legal Description (for Parcel 154410-0324):
CHERITON FRUIT GARDENS PLAT #1 PAR A LESS RD OF BE SP 78-47 REC AF #7807170711 SD SP DAF -N 1/2 OF W 1/2 OF W 1/2 OF POR LY S NE 4TH ST & N OF NE 2ND ST LESS 106TH AVE NE OF LOT 2 BLK 3 CHERITON FRUIT GARDENS PLAT #1

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Phase 1 Legal Description (for Parcel 154410-0329):
CHERITON FRUIT GARDENS PLAT #1 PARCEL B BELLEVUE SP 78-47 REC AF #7807170711 SD SP DAF -N 1/2 OF W 1/2 OF W 1/2 OF POR LY S NE 4TH ST & N OF NE 2ND ST LESS 106TH AVE NE OF LOT 2 BLK 3 CHERITON FRUIT GARDENS PLAT #1

Phase 2 site address: Existing Key Bank Building
10655 NE 4th St
Bellevue, WA 98004

Phase 2 Legal Description (for Parcel 154410-0323):
CHERITON FRUIT GARDENS PLAT # 1 E 1/2 OF W 1/2 LESS S 330 FT LESS ST

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site: [help] (select one): ☐Flat, ☒rolling, ☐hilly, ☐steep slopes, ☐mountainous, other: *Click here to enter text.*

b. What is the steepest slope on the site (approximate percent slope)? [help]
50% max, 5% average

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]
Surficial fill underlain by outwash sand and deeper silt lacustrine deposits.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]
None seen or noted.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]
Approximately 1,000 CY of structural fill will be utilized for utility trench backfill, below pavements, and below the structural foundation. The source of fill is unknown but will be from an approved source.
Phase 1: Approximately 148,900 CY
Phase 2: Approximately 49,000 CY

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]
Erosion could occur as a result of clearing, grading, and construction of the proposed site improvements. Soils will be

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exposed during construction prior to paving, building, and landscaping. Temporary Erosion Control BMPs will be implemented during construction in accordance with the City of Bellevue requirements to minimize on-site erosion and sedimentation transport off site. After construction, the site will be permanently stabilized with landscaping, pavements, building, and stormwater runoff conveyance infrastructure. No erosion is anticipated after completion of construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]
Approximately 99 percent of the site will be covered with impervious surfaces after construction has completed.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]
Material removal and erosion will be minimized by implementation of Temporary Erosion and Sedimentation Control BMPs in accordance with City of Bellevue requirements. A Temporary Erosion and Control Plan (TESC) will be prepared and the contractor will implement BMPs as necessary to control and mitigate erosion throughout construction. The site will be permanently stabilized with landscaping, pavements, building, and stormwater runoff conveyance infrastructure.

2. Air [help]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]
During Construction: normal construction activities associated with excavation and high-rise construction.
After Completion: normal activities for a large office development with potential retail and/or restaurant amenities. Parking is below-grade, minimizing the visual impact of the parking structure.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]
There are no known off-site sources of emissions or odor that will affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]
We will follow the dust suppressant measures required by the City of Bellevue as part of our clearing and grading permit. Effective measures to control construction vehicle dirt will be employed. No other measures are anticipated to be required or necessary.

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3. Water [help]

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]
No.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]
No.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]
None.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]
No surface water withdrawals will be required.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]
No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]
Stormwater from rooftops and exterior roof decks will be collected and conveyed through approved systems that discharge to the City of Bellevue storm drainage system.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]
Groundwater will be withdrawn from deep soil units (about 75 to 85 feet) to facilitate dry construction of the basement. Groundwater withdrawal will be completed using a temporary de-watering system (e.g., well points) to be installed by the contractor. Quantities are unknown at this point. No, water will not discharge to groundwater.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

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It is not anticipated that waste materials associated with this proposal will discharge into the ground. Project will be connected to the City of Bellevue sewer and stormwater systems.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]
From rooftops, stormwater will be collected via a system of roof drains and conveyed off-site to a municipal stormwater system. From the site, stormwater will be collected and transported via a series of curbs, gutters, catch basins, and underground storm drainage pipes to a municipal stormwater system.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]
No.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]
No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]
The proposed on-site grading, paving, storm drainage and buildings will be designed and constructed in general accordance with the City of Bellevue regulations.

4. Plants [help]

a. Check the types of vegetation found on the site: [help]
☒deciduous tree: alder, maple, aspen, other: *Click here to enter text.*
☒evergreen tree: fir, cedar, pine, other: *Click here to enter text.*
☒shrubs
☐grass
☐pasture
☐crop or grain
☐Orchards, vineyards or other permanent crops.
☐wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*
☐water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*
☐other types of vegetation: *Click here to enter text.*

b. What kind and amount of vegetation will be removed or altered? [help]
All existing vegetation will be removed including street trees, on-site ornamental trees, shrubs, and groundcover. The total area of Phase 1 and Phase 2 is about 2.1 acres.

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c. List threatened and endangered species known to be on or near the site. [help]
There are no known threatened or endangered species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]
Street trees and on-site landscaping will be provided. Native plantings will be used where appropriate. Exterior roof decks will include landscaped greenroof areas.

e. List all noxious weeds and invasive species known to be on or near the site. [help]
There are no known noxious weeds or invasive species known to be on or near the site.

5. Animals [help]

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. [help]

Examples include:

birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, other: *Click here to enter text.*
mammals: ☐deer, ☐bear, ☐elk, ☐beaver, other: *Click here to enter text.*
fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, other: *Click here to enter text.*

b. List any threatened and endangered species known to be on or near the site. [help]
There are no threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain. [help]
Yes, most of Western Washington is located within the Pacific Flyway for migratory waterfowl.

d. Proposed measures to preserve or enhance wildlife, if any: [help]
None are planned as no wildlife is anticipated on the site.

e. List any invasive animal species known to be on or near the site. [help]
There are no known invasive animal species known to be on or near the site.

6. Energy and Natural Resources [help]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]
Electricity and natural gas are the primary sources of energy for heating, cooling, and general development needs.

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b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]
It is unlikely that this development will affect the potential for solar energy of adjacent properties, being relatively new towers to the north which are of greater height and separated by NE 4th Street.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]
The Washington State Energy Code requirements will be met. Project will implement the most sensible and efficient benefit-to-cost combination of maximizing energy efficiency of the building envelope and systems and choosing materials of lower transportation and energy costs.

7. Environmental Health [help]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]
None have been observed or reported, and none are anticipated to be found.

1) Describe any known or possible contamination at the site from present or past uses. [help]
None known.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity. [help]
None known.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project. [help]
No toxic or hazardous chemicals will be stored, used, or produced on-site once the development is completed. During construction, fueling operations for equipment may occur.

4) Describe special emergency services that might be required. [help]
None beyond typical safety measures during construction and during occupancy.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]
Spill prevention and Control Plans wil be utilized by contractors working on-site.

b. Noise [help]

1) What types of noise exist in the area which may affect your project (for example:

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traffic, equipment, operation, other)? [help]
Traffic and typical ambient noise generated from the downtown environment.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indi-cate what hours noise would come from the site. [help]
Short term: Noise from construction-related activities. City of Bellevue allowable working hours are: 7am-6pm Mon-Fri, 9am-5pm Sa-Su. Tower crane erection and removal will occur during a weekend.
Long term: Traffic generation, typical of a downtown high-rise development. Project will generate similar noise as the neighboring projects. Potential for minimal daytime noise at ground level due to retail tenant spaces.

3) Proposed measures to reduce or control noise impacts, if any: [help]
All of the parking is to be located below-grade. Loading will be located primarily underneath the buildings, either off of the shared easement alley (for Phase 1) or in proximity to the parking garage entrance (for Phase 2).

8. Land and Shoreline Use [help]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]
Office, residential, retail, and parking.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]
Not in recent history.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: [help]
No.

c. Describe any structures on the site. [help]
Phase 1: Two small office buildings - one is one-story, the other is two-stories.
Phase 2: One nine-story office building.

d. Will any structures be demolished? If so, what? [help]
Yes, the existing structures will be demolished for all of the phases. Three buildings in total will be demolished.

e. What is the current zoning classification of the site? [help]

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DT-O-2-S (Downtown-Office 2 South).

f. What is the current comprehensive plan designation of the site? [help]
City Center South.

g. If applicable, what is the current shoreline master program designation of the site? [help]
Not applicable.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]
No.

i. Approximately how many people would reside or work in the completed project? [help]
Phase 1: 2,500-5,000 people
Phase 2: 500-1,000 people

j. Approximately how many people would the completed project displace? [help]
Phase 1: 50 people
Phase 2: 500 people

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]
None are proposed or expected to be necessary.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]
The proposals meet the zoning and land use goals indicated for the vicinity, and is compatible with adjacent uses and zoning. The project is compatible with the existing comprehensive plan.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: [help]
None.

9. Housing [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]
None provided.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]
No units will be eliminated as there are none existing on the site.

c. Proposed measures to reduce or control housing impacts, if any: [help]
None.

10. Aesthetics [help]

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a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]
Phase 1 tower is 21 stories plus mechanical roof level, 286'-8" to the top of the roof level structural slab from average grade. Principal exterior building materials from Level 2 through Level 21 will include unitized curtainwall: vision glazing, spandrel glazing, metal panel, and captured mullions. The ground level will include retail storefront and durable materials at the alley and driveway such as brick, CMU, and precast concrete.

b. What views in the immediate vicinity would be altered or obstructed? [help]
Those of the residential buildings directly to the north and south, and those of the office buildings to the east.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]
The site massing of Phase 1 complies with the upper level step-back requirement on the north to maintain the view corridor along 4th. The projects will be designed with high-quality materials and features, sympathetic to the surrounding conditions. The building orientation has been biased in the north-south axis as to mitigate shading impacts at the pedestrian grade experience.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]
None beyond that typically associated with a high-rise development. Façade and landscape lighting will only be on between dusk and dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]
Not anticipated, especially with parking located below-grade.

c. What existing off-site sources of light or glare may affect your proposal? [help]
Present off-site sources of light or glare are principally generated by reflected light by day and exterior luminaires by neighboring buildings and adjacent roadways at night. Given the implementation of improved B-U-G performance of exterior luminaires of this proposal as well as of the neighboring contemporary off-site properties, this proposal will not create additional light pollution impacts.

d. Proposed measures to reduce or control light and glare impacts, if any: [help]
The parking garage is predominantly below-grade, so headlight glare will be minimal. Exterior lighting in the proposed

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development will be designed to limit light and glare impacts on surrounding properties and will dim between midnight and 6am per WSEC. With the exterior of the buildings being primarily composed of glass, it is possible that at certain sun angles, on sunny days, reflected sunlight could impact adjacent buildings. This site could also experience similar reflected sunlight impacts from adjacent buildings.

12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]
Retail shopping and Downtown Bellevue Parks.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]
None, as there are no recreational uses currently on the site.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]
The proposal includes on-site amenity features that include retail, potential restaurant tenant, enclosed plaza "Commons" public area, open plaza public area, and completion of the through-block connector system for the entire block.

13. Historic and cultural preservation [help]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]
None known.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]
None known.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]
The development will not have any impact on historical or cultural landmarks.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [help]
The development will not have any impact on historical or cultural landmarks.

14. Transportation [help]

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a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]
NE 4th Street, NE 2nd Street, and 106th Ave NE will provide primary access to the site. NE 4th Street and NE 2nd Street will connect to the site via a private alley. A new driveway will be provided on 106th Ave NE and on NE 4th Street.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]
Yes, the site is served by King County Metro and Sound Transit. The approximate distance to the nearest transit stop (NE 4th west of 108th NE) is less than 300 feet away. The Bellevue Transit Center (NE 6th) is less than 1/4 mile from the project site.

605 new spaces for 21-story office per approved departure

292 existing spaces on KeyBank property

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]
Phase 1: ~~716~~ new parking spaces, ~~55~~ existing parking spaces.
Phase 2: 361 new parking spaces, ~~381 existing parking spaces.~~

605 existing spaces approved in Phase 1

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]
The City of Bellevue Transportation Department has indicated that 106th Avenue NE will be widened.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]
Not currently, however the future Light Rail service connecting Bellevue and the Eastside to Seattle and the SeaTac airport will serve the project site. The station will be located within 1/4 mile of the site.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]
Full build-out of the proposed MDP project is estimated to generate approximately 4,500 net new weekday trips. The AM peak hour is anticipated to be between 7:00 and 9:00 AM and the PM peak hour is anticipated to be between 4:00 and 6:00 PM. Less than 3% trucks are anticipated. These estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. [help]
No.

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h. Proposed measures to reduce or control transportation impacts, if any: [help]
The payment of transportation impact fees will be required at building permit issuance which will help fund the City of Bellevue's planned transportation improvements throughout the City. In addition, the project will be required to install frontage improvements (sidewalks, landscaping, street lighting, road widening as required) and modify traffic signal at the corner of NE 4th and 106th NE. No improvements are expected for 108th NE.

15. Public Services [help]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]
None beyond the typical demand of high-rise office buildings.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]
The increased tax base provided by the development will offset impacts created.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other
All except septic system.

c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]
Electricity, Natural Gas, Water, refuse Service, Telecommunications, Sanitary Sewer, and Storm Drainage utilities will be proposed for the project. Utilities will typically be installed below grade from adjacent public or franchise utilities to the proposed building.

C. Signature [help]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature:_____

Name of signee: *Cameron Wu*
Position and Agency/Organization: *Associate, CollinsWoerman*
Date Submitted: *February 19, 2021*

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ATTACHMENT B

DOWNTOWN DESIGN GUIDELINES

Provide a written response to each Standard/Guideline.
Refer to Land Use Code (LUC) for complete wording and requirements at:
http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html

LUC GUIDELINE	NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET

LUC 20.25A.150 - CONTEXT

Relationship to Height and Form of Other Development – LUC 20.25A.150.A

2. Guidelines

a. *Architectural elements enhance area's overall character*
b. *Locate building away from lower intensity land us districts*
c. *Minimize off-site impacts*
d. *Incorporate architectural elements proportionate to size of building*
e. *Use forms, proportions, etc. that are suggested by and complement adjacent buildings.*

Response:

The project is within the downtown zone, adjacent to zones allowing structures exceeding 300'. Four 106 is underneath the height limit allowed in the zone, and is in similar scale, size, and proportion to the towers directly south, east, and north. Additionally, the podium of the project is a similar scale and size to adjacent projects. Phase II is a smaller scale building, that helps mitigate the negative impacts on light, air, and space at the pedestrian scale. Utilizing a small building on an interior site creates more separation between adjacent towers and the proposed tower on Phase I.

Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B

2. Guidelines

a. Preserve & maximize solar access
b. Enhance user's experience of adjacent public open space

Response:

By orienting both phases towards the north of the site, the entire project is utilizing as much solar access as possible. This will allow for a better pedestrian experience at the through block connections, which act as the open spaces on this site. This orientation does not impact any existing public open space.

Relationship to Transportation Elements – LUC 20.25A.150.C

2. Guidelines

a. Create logical connections
b. Coordinate service and parking access

Response:

A through-block connection runs along the southern extents of the site, connecting pedestrians to a N/S connection at adjacent properties. A ride-share drop-off is proposed off the alley on Phase I, which interacts with the public dedicated commons space. This extension of the commons creates a pedestrian experience from multiple points along the building, and creates a safe environment between vehicles and pedestrians. Parking garage access is proposed off a private driveway along the southern end of the site, which will help mitigate peak congestion, and promote safety between the different modes of transportation entering the site.

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

The project engages the Northwest corner of the site by providing open space in excess of the required at this location. This will host a different pavement treatment and contain a planter to promote the gateway. Overhead weather protection will be provided. The massing of Phase I promotes a strong urban condition at this corner.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

2. Guidelines

a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view

b. Maximize sunlight and sky view in adjacent developments/streetscape

c. Maximize size of shadows & length of time cast on pedestrians

Response:

By orienting the buildings towards the north of the site, ample sunlight and sky is provided at the pedestrian points on the project. The through-block connection has as much space dedicated as possible to allow for a more interactive experience. With no adjacent open spaces, the orientation of the buildings and adherence to step-back requirements does not create negative impacts for public space. A shadow study is provided as part of the ADR submittal for Phase I to demonstrate this.

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

a. Site Circulation for Servicing & Parking

b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands

c. Pedestrian & Cycling Connections

Response:

Phase I contains a unique ride-share drop-off that is oriented off the public commons, helping to engage this space from multiple borders. This adjacency promotes pedestrian safety. Phase II will utilize this space as well. A separate private driveway will be constructed to mitigate traffic impacts and promote pedestrian safety. The through-block connection will be separated from all drive aisle with landscaping.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.

Response:

Each phase utilizes a public commons (serving as enclosed plaza for the Amenity Pont System) as the primary building entrances. Each faces the major public street, and will be clearly defined as the primary entry points for the building through lighting, signage, and/or architectural elements.

Through-Block Connections – LUC 20.25A.160.C

3. Standards

a. Location

b. Proportionate Share

c. Hours

d. Legal Agreement

e. Signage

Response:

Both phases include the required through-block connection at the southern border of the site, and will contain the proper signage and be open at all hours to allow pedestrians to cross through at all times of the day. Due to an existing structure at the southern property line of Phase I, the entire through-block must be accommodated on that site. For Phase II, half of the through block (proportionate share) will be provided on the site, while the other half will be completed by the adjacent property owner at a future date.

4. Guidelines

a. *Form logical routes*
b. *Offer diversity in activities & pedestrian amenities*
c. *Incorporate design elements to identify through-block pedestrian connection as public space*
d. *Accentuate & enhance access to through-block pedestrian connection*
e. *Identify the connection as public space*
f. *Provide pedestrian-scaled lighting*
g. *Provide high-quality design & materials*
h. *Provide landscape to define/animate the space*
i. *Incorporate trees & landscaping to provide enclosure & soften*
j. *Use artistic elements & water features*
k. *Provide ADA access*
l. *Provide weather protection*
m. *Develop as walkway or a combination walkway & vehicular lane*
n. *Incorporate decorative lighting/seating areas*
o. *Be visible from surrounding spaces & uses*

Response:

The through-block connection brings pedestrians from the SW corner of the site through to the existing N/S through-block connection, completing the path. The path will include landscaping, pedestrian scale lighting, stopping points with seating, wayfinding signage, and comply with all necessary guidelines. In order for this path to be ADA compliant, Phase I will host a series of ramps not exceeding the allowable slope, while Phase II will host a vertical conveyance system to accommodate the significant grade change. The materials of this path will be at a pedestrian scale (see pedestrian sheets in architectural drawings for ADR – Phase I).

Open Space – LUC 20.25A.160.E

2. Guidelines

a. *Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*
b. *Orient gathering places & walkways toward parks & open space*
c. *Include elements that engage the natural environment*
d. *Locate building to take advantage of adjacent open spaces*
e. *Create attractive views & focal points*
f. *Use open space to provide through-block pedestrian connections*
g. *Encourage year-round use*
h. *Define and animate the edges of public open space*
i. *Provide ADA access*
j. *Provide weather protection*
k. *Use artistic elements & water features*
l. *Use high quality, function, & environmentally sustainable design element*
m. *Maximize safety and comfort*
n. *Provide electrical hookups & areas for staging events*
o. *Avoid vehicular activities in open space*
p. *Employ decorative lighting*

Response:

The project does not exceed the trigger height within the zone, and therefore is not required to provide open space. There are no adjacent open spaces to the site. The through-block connection will serve as the major pedestrian element, while the project will employ the use of enclosed plazas (commons) as a means to create open space that serves the public. These spaces can be utilized year-round, and are protected from exterior weather. The commons on Phase I leads directly adjacent to a ride-share drop-off that

can be used by all. The intent of open space is to create a livable urban environment as places for recreation, gathering and reflection, which is exactly what the Commons will be providing.

Guidelines

a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space
b. Orient gathering places & walkways toward parks & open space
c. Include elements that engage the natural environment
d. Locate building to take advantage of adjacent open spaces
e. Create attractive views & focal points
f. Use open space to provide through-block pedestrian connections
g. Encourage year-round use
h. Define and animate the edges of public open space
i. Provide ADA access
j. Provide weather protection
k. Use artistic elements & water features
l. Use high quality, function, & environmentally sustainable design element
m. Maximize safety and comfort
n. Provide electrical hookups & areas for staging events
o. Avoid vehicular activities in open space
p. Employ decorative lighting

Response:

There are no adjacent open spaces, parks, or plazas to the site. There will be a through-block connection which is in proximity to the proposed enclosed plazas. These spaces, and the adjacent enhanced streetscapes will serve as public spaces and will include such things as: furniture, lighting, landscaping, and gathering space (to be further refined through the MDP timeline).

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

i. Provide sense of enclosure & comfortable/continuous street edge
ii. Provide transparent windows
iii. Create visual interest on walls
iv. Provide varied pedestrian experience on facades
v. Provide weather protection.
vi. Signs & lighting should complement pedestrian scale
vii. Building edges shall maintain visual & physical connections to the sidewalk

Response:

The project will be seeking FAR exempt space at grade, and therefore both street frontages will be designed to a "Class A" standard. With a high degree of transparency and 100% active uses, frontages along NE 4th St and 106th Ave NE will fulfill the goals of the land use code. Overhead weather protection will be provided (see architectural drawings), as well as signage and pedestrian scale lighting. In addition, enhanced streetscape will be built as part of the FAR Amenity Point System. These spaces will continue to be developed during the MDP timeline, but will help promote the pedestrian environment along the sidewalk.

2. Protect Pedestrians from the Elements

Guidelines

i. Provide weather protection
ii. Weather protection shall be integral component of façade
iii. Weather protection shall be in proportion to building & sidewalk
*iv. Weather protection shall provide sense of **enclosure** for pedestrians*
v. Use durable materials
vi. Awnings & marquees coordinated with building design
vii. Minimum height of awnings & marquees

viii. *Maximum height of awnings & marquees*
ix. *Pavement below weather protection to provide drainage*
x. *Weather protection to have horizontal orientation*
xi. *Weather protection to follow pattern of storefronts*

Response:

Overhead weather protection will be provided for at least 75% of the building frontage as required, and will be within a height of 8' – 12' above grade. The protection will be built into the building, and designed as integral pieces of the project.

3. Create a Variety of Outdoor Spaces

Guidelines

i. *Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;*
ii. *All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*
iii. *Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;*
iv. *Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;*
v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
vi. vi. *Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;*
vii. vii. *Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
viii. viii. *Provide pedestrian walkways and courtyards in residential or office development areas.*
ix.

Response:

The through-block connection will serve as the open space on this project, and will comply with all design guidelines. The enclosed plazas will function as the predominant public spaces.

4. Provide Places for Stopping and Viewing

Guidelines

i. *Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;*
ii. *Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;*
iii. *Provide seating adjacent to sidewalks and pedestrian walkways;*
iv. *Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;*
v. *Create a sense of separation from vehicular traffic; and*
vi. *Provide comfortable and inviting places where people can stop to sit, rest and visit.*

Response:

The through-block connections will serve as open spaces, and therefore will include seating, stopping points, and lighting. Inside the enclosed plaza, there will be a variety of seating, activities, and lighting. See sheet A04.19 for more detailed information and precedent studies for design intent.

5. Integrate Artistic Elements

Guidelines

i. *Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;*
ii. *Use art to mark entryways, corners, gateways and view termini;*
iii. *Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;*
iv. *Designate a location for the artwork that activates the public realm and is in scale with its location; and*
v. *Use materials and methods that will withstand public use and weathering if sited outdoors.*

Response:

The project is proposing to use artwork integrated with exterior columns directly adjacent to the through-block connection, and within the enhanced streetscape. The design will continue to be refined through the MDP/ADR process. See architectural drawings for more detailed locations and sizing of these spaces.

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;
ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;
iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;
iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;
v. Use lighting to highlight landscape areas;
vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;
vii. Install foot lighting that illuminates walkways and stairs;
viii. Use energy-efficient lighting, such as LED;
ix. Direct bollard lighting downward toward walking surfaces;
x. Provide festive lighting along signature streets on buildings and trees; and
xi. Decorative lighting may be used in open spaces to make the area more welcoming.
xii.

Response:

Lighting on site will comply with these requirements, see attached drawings for a more detailed lighting plan. Lighting will be integral within the enhanced streetscape spaces, at the sidewalks, and through the through-block connection.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;
ii. Sign lighting should be integrated into the façade of the building;
iii. Signs should be constructed of high-quality materials and finishes;
iv. Signs should be attached to the building in a durable fashion; and
v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response:

Signage will comply with all guidelines. See architectural drawings for more detailed information on the signage for Phase I as required within the ADR. This includes elevations, a site plan, and perspectives showing the approximate location of proposed signage.

8. Build Compatible Parking Structures

Standards & Guidelines

i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
(1) 114th Ave NE;
(2) Through-block pedestrian connections;
(3) Main Street between 112th Ave NE and 114th Ave NE;
(4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
(5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
(6) NE 6th Street between 112th Ave NE and 114th Ave NE;
ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;
iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;
iv. Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;
v. Parking garage floors shall be horizontal to accommodate adaptive reuse;
vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;

vii. *Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*
viii. *Design shall include vertical expression of building structure that provides continuity with the surrounding development;*
ix. *Profiles of parking structure floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings;*
x. *Parking garages and structured parking should be designed to be compatible with the urban streetscape;*
xi. *Sill heights and parapets shall be sufficient to screen view of automobiles;*
xii. *Rhythm and spacing of openings should reflect a typical commercial or residential development; and*
xiii. *Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.*

Response:

Parking for the project will be below-grade and therefore comply with all necessary guidelines. Site access will be 26' wide for a minimum of 20' from back of curb as required for driveway entrances. A separate private driveway is proposed to provide access into the garage.

Right-of-Way (ROW) Designations – LUC 20.25A.170.B

1. Pedestrian Corridor/High Streets – ***"A" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*
ii. *Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 30 linear feet of the façade, maximum;*
iv. *Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and*
v. *One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.*

Response:

Due to FAR exemption requirements, both NE 4th St and 106th Ave NE will be built to Class "A" standards. 75% of the street level facades will be transparent, with weather protection provided for at least 75% of the frontage. The project will have building entrances spread through the façade, and include exterior columns with integrated artwork as points of interest throughout the enhanced streetscape. The street wall will include retail space and enclosed plaza (commons). See attached drawings for reference.

2. Commercial Streets – ***"B" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*
ii. *Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest: Every 60 linear feet of the façade, maximum;*
iv. *Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
v. *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:

NE 4th St and 106th Ave NE will be built to "A" standards and therefore comply with this requirement. Normally, these streets are both Commercial "B" streets.

3. Mixed Streets – ***"C" ROW***

Standards & Guidelines

i. *Transparency. 75 percent;*

ii. *Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 75 linear feet of façade, maximum;*
iv. *Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
v. *Fifty percent of street wall shall incorporate Active Uses or Service Uses.*

Response:

N/A

4. Neighborhood Streets – ***"D" ROW***

Standards & Guidelines

i. *Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade;*
ii. *Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 90 linear feet of façade, maximum; and*
iv. *Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.*

Response:

N/A

5. Perimeter Streets – ***"E" ROW***

Standards & Guidelines

i. *Transparency. Blank walls and inactive uses may occupy 25 percent of the façade;*
ii. *Weather Protection. At entries;*
iii. *Points of Interest. Every 90 linear feet of façade, maximum; and*
iv. *Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.*

Response:

N/A

Alleys with Addresses – LUC 20.25A.170.C

Standards

a. *At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B of this section.*
b. *Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.*
c. *Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours.*
d. *Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.*

Response:

N/A

Guidelines

a. *Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.*
b. *An Alley with an Address may be covered in some areas but should not be predominantly enclosed.*
c. *Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form a clear circulation logic with the street grid.*
d. *Wayfinding, signage, symbols, and lighting should identify the alley as a public space.*
e. *Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.*

f. *Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.*
g. *Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.*
h. *Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.*
i. *Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.*
j. *Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.*

Response:

N/A

Upper-Level Active Uses – LUC 20.25A.170.D

Standards

a. *Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses.*
b. *Each tenant space shall have an exterior entrance.*
c. *Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B.1 of this section.*
d. *Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.*

Response:

N/A

Guidelines

a. *Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.*
b. *Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.*
c. *Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.*

Response:

N/A

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;
ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

Materials throughout the project will be in line with that expected of a Class A office within downtown Bellevue. The upper level floors will contain unitized curtainwall and feature building massing moves that promote context relationships. The ground level will feature storefront glazing along the street frontages to promote transparency, while a combination of materials such as brick, concrete, and wood will be used along the alley and driveway to promote durability. Elevations within the MDP drawings show the relationship of curtainwall to base materials, while elevations and perspectives within the ADR for Phase I show more detailed information.

2. Provide Interesting Building Massing

Guidelines

i. *The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;*
ii. *Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;*
iii. *Reduce the scale of elevations both horizontally and vertically;*
iv. *Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and*
v. *Design should feature vertical articulation of windows, columns, and bays.*

Response:

The project involves massing that responds to its context. Phase II is a smaller building, promoting separation between existing towers. Phase I is impacted by a ROW expansion along 106th Ave NE, impacting potential building massing moves. Level 1 is recessed along 106th Ave NE to allow for enhanced streetscape, and promote a pedestrian arcade involving exterior columns. The pedestrian corners of the building (NW and SW) show recessed corners, which help to break down the scale of the building and create a strong urban condition. Along 106th the expression of the building is vertical in nature, helping to create a sense of lightness. The larger floor plates at the podium help define the "base" while a continuation of the exterior wall expression on the roof promotes a "top". Rendered exterior elevations and perspectives show the extent of the exterior design for Phase I.

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

a. *From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and*
b. *The connection should appear to be distinct from the adjacent masses.*

Response:

N/A

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

i. *Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;*
ii. *Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*
iii. *A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.*

Response:

The massing and materiality of the building base create a separate volume expression. The expanded floor plates offer a visual diversity from the middle of the building.

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

i. *Transparent windows should be provided on façades facing streets, parks, and open spaces;*
ii. *Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;*

iii. *Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.*

Response:

100% of the ground level street wall will be active uses: either retail or enclosed plaza. These spaces will be a minimum of 20' and will comply with necessary requirements.

4. Design Inviting Retail & Commercial Entries

Guidelines

i. *Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;*
ii. *Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;*
iii. *Building lighting should emphasize entrances;*
iv. *Provide transom, side lights, or other combinations of transparency to create visual interest;*
v. *Provide double or multiple door entries; and*
vi. *Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.*

Response:

The entire street wall will be highly transparent, and includes multiple building entries for the spaces behind. Enhanced streetscape will welcome pedestrians into the spaces, and a pedestrian arcade promotes a sense of scale. Overhead weather protection will be provided, as well as pedestrian scale lighting. See elevations and lighting plan.

6. Encourage Retail Corner Entries

Guidelines

i. *Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;*
ii. *Locate primary building entrance at the corner;*
iii. *Use weather protection, special paving, and lighting, to emphasize corner entry;*
iv. *Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and*
v. *Use doors with areas of transparency and adjacent windows.*

Response:

There will be a corner entry at NE 4th St and 106th Ave NE for the adjacent retail space. Weather protection will be provided.

7. Encourage Inviting Ground Floor Retail & Commercial Windows

Guidelines

i. *Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;*
ii. *Use clear window glazing;*
iii. *Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;*
iv. *Install transom windows or other glazing combinations that promote visual interest.*

Response:

Ground level will include a high degree of transparency, and will promote visual interest. See attached drawings for reference.

8. Provide Multiple Entrances

Guideline

Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

b. Guidelines

i. *Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.*

ii. *Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.*

Response:

Tower placement is located as far north as possible to promote open space at the through-block connection. There are no adjacent public open spaces or parks.

2. Maximize Energy Efficiency

b. Guidelines

i. *Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;*
ii. *Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;*
iii. *Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and*
iv. *When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.*

Response:

The buildings are biased to the north to increase the amount of solar exposure for both phases.

3. Design Tower to Provide Visual Interest & Articulation

b. Guidelines

i. *Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and*
ii. *Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.*

Response:

The building massing is eroding the corners to create a recessed corner condition which provides visual interest. More information is provided for Phase I concurrent with the ADR submittal that includes additional detailed façade information. The façade design promotes visual interest by using three different curtainwall layouts to define three unique sections of the building.

4. Promote Visually Interesting Upper Floor Residential Windows

b. Guidelines

i. *The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;*
ii. *Windows should be residential in character;*
iii. *Windows should be operable; and*
iv. *Windows should have trim round framed openings and be recessed from the building façade, not flush.*

Response:

N/A

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

b. Guidelines

i. *Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;*
ii. *Include towers or similar vertical architectural expressions of important building functions such as entries;*
iii. *Vary roof line heights; and*

iv. *Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.*

Response:

The exterior wall enclosure will continue to the roof to complete the building massing and create an attractive building silhouette.

2. Foster Attractive Rooftops

b. Guidelines

i. *Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;*
ii. *Provide rooftop terraces, gardens, and open spaces;*
iii. *Incorporate green roofs that reduce stormwater runoff;*
iv. *Consolidate and screen mechanical units; and*
v. *Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.*

Response:

The exterior wall enclosure will continue to the roof to complete the building massing and create an integrated building design. Mechanical space, rooftop open spaces, and green roofs will be located within this space.

Comprehensive Plan Policies

Below are specific plan policies which this project seeks to promote.

Volume I – Bellevue Comprehensive Plan

UD-1 Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The introduction of two Class A office buildings within the downtown core, combined with unique public-oriented enclosed plazas focused on pedestrian experience promote this policy.
UD-4 Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	Four 106 provides 100% active use along the street wall, extending the "awake" time of the building and promoting a sense of safety and pedestrian engagement.
UD-10 Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The building façade continues up past the roof, continuing the massing language past a horizontal top, creating a unique roofline.
UD-17 Support and encourage a variety of artwork in public places such as parks, public buildings, and plazas.	Four 106 will incorporate artwork into the exterior columns that are located within the enhanced streetscape and the through-block connection.
UD-21 Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	The project provides enhanced streetscape and a pedestrian arcade that promote an enhanced pedestrian experience. These spaces will contain seating, lighting, and points of interest.
UD-22 Employ design guidelines to affect building placement and design in order to promote solar access in public spaces and a sense of openness.	Both buildings are oriented towards the north of the site, creating as much space as possible for the pedestrian element of the project: the through-block connection. In combination with this bias, the building massing erodes towards the podium and creates a more pedestrian scale base.
UD-29 Integrate rooftop mechanical equipment screening with building architecture.	The exterior façade continues past the horizontal level of the roof and turns into the mechanical screening. This blurs the use even further and creates a more seamless transition.
UD-31 Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	Four 106 is providing green roofs at the roof of the podium. This allows for the required green space to be visible from more users. The building tenants can see the space, as well as nearby residents.
UD-50 Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished as appropriate.	The building accommodates an enhanced streetscape, which contributes to and widens the required sidewalk. After this is the building frontage, creating a more cohesive and pedestrian friendly design.
UD-58 Provide a system of public places, of various sizes and types through the community with a variety of experiences and accommodations.	Four 106 provides two commons spaces which are public orientated enclosed plazas that are open to the public and building tenants.

UD-66 Design streets to be visually appealing connections between different part of the city for motorists, bicyclists and pedestrians.	The project provides enhanced streetscape along 106th Ave NE and NE 4th St which creates more visual interest for those passing through and creates more activities for pedestrians.

Volume II - Downtown

S-DT-1 Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	Being a downtown user involves an increased sense of the urban environment. This project provides enclosed plazas (commons) as an amenity for the both the building users, and the public. These are spaces that anchor the city and create a sense of community.
S-DT-6 Develop Downtown as the Eastside's most concentrated and diverse regional retail district.	This project will provide roughly 12,000 SF of dedicated retail space. In combination with the building Commons, this will create diverse and activated space that anchors both the buildings and downtown.
S-DT-8 Locate major office development in the Downtown core in order to completement retail activities and facilitate public transportation.	Four 106 locates two major office developments within the downtown core. Each project contains retail along the street frontage, as well as through-block pedestrian connections that promote access to public transportation.
S-DT-13 Encourage private participation in development of Downtown community facilities.	This project provides an enclosed plaza (Commons) in each building that serves both the building tenants and the public. These spaces anchor the building and the city.
S-DT-35 Create a pedestrian environment with a sense of activity, enclosure, and protection.	The through-block connection is anchored on the west end by a large public commons. The massing of the buildings minimizes as it approaches the south, leading to small scale spaces along this path. In addition, these commons offer a sense of enclosure, activity, and protection.
S-DT-37 Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.	The building massing and appearance support a pedestrian focus. The combination of through-block connection, enclosed plaza, and enhanced streetscape offer a unique experience. A pedestrian scale arcade along 106th Ave NE further supports these functions.
S-DT-39 Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.	Enhanced streetscape, enclosed plaza, and a building arcade combined with 100% active use at the street frontage promote a safe and attractive environment.
S-DT-40 Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	The project seeks to provide landscaping, pedestrian lighting, and street furniture/special paving as part of the means to provide enhanced streetscape along the building frontage.

S-DT-44 Provide incentives for 106th Avenue NE to develop as Downtown's Entertainment Avenue. This area will include a concentration of shops, cafes, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.	The street frontage along 106th Ave NE contains a building commons which will anchor the building throughout the entire day. Further along the frontage will be ample retail space that continues to promote this policy.
S-DT-92 Encourage development of neighborhood-serving retail uses.	Four 106 provides retail space along 106th Ave NE and NE 4th St.
S-DT-144 Provide mid-block access connections within Downtown superblocks design in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.	This project will provide a through-block connection along the southern property line which safely takes pedestrians from 106th Ave NE, to the existing Expedia/Civica through-block connector. With a landscaping barrier in between the walkway and private driveway, this creates a unique linear open space at the lowest scale area of the project.
S-DT-157.4 Integrate on-site loading space and/or create designated curbside loading space through development review.	Phase I offers a unique ride-share drop-off that acts as a passenger loading facility. This space accommodates future trends of transportation and mitigates congestion at the public right-of-way by hosting the entirety of the drop-off within the building.
S-DT-164 Encourage the developers, owners, and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short-term bicycle parking for visitors.	The project offers bicycle parking inside the building for tenants and will look at providing short-term bicycle parking on the exterior of the building.

ATTACHMENT C

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-130426 LD & 19-130395 LP

Project Name: Four 106

Administrative Departure requested for LUC: 20.25A.075.B (tower separation)

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

A departure is being requested from the minimum tower separation distance in the interim condition upon the completion of Phase I, and will be met in full compliance at the end of Phase II. The minimum code allowed tower separation is 60' – 0", with an administrative departure this dimension can be as little as 20' – 0". The dimension sought by this project is 50' - 2" (9' – 10" less than the code allowed value, and 30' – 2" greater than the departure minimum). The departure is being requested for three floors of the building where this requirement is applicable. The result of granting this departure allows the tower massing of Four 106 to be bias towards the north end of the site, creating maximum separation to the adjacent development and therefore increasing solar exposure, light, air, and space for both building tenants. Additionally, granting this departure increases the clarity of a defined building podium, creating a semi-symmetrical expression at the base that could otherwise not be achieved. Please refer Attachment A – Diagrams 1,2,3,4, & 6 for reference on this departure.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***and***

S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

- By creating a podium at the southern area of the site, a sense of enclosure and protection is provided for the through-block connection, and along 106th Ave NE. If the tower separation were compliant at 60' the massing of the tower would need to shift southward, creating a larger wall adjacent to the through block connector.

S-DT-37: Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

- The departure minimizes the impact on adjacent properties by creating additional separation to the southern development, without any adverse impact to either phase of the MDP. The proposed massing of the building creates a more unified podium expression where the tower sits with a sense of symmetry and proportion to other major building elements. The ability to pull the tower façade as far north as possible promotes a more user-friendly through-block connection.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***and***

LUC 20.25A.150.E – Maximize Sunlight on Surrounding Area

- Both projects will be bias towards the north of the site, utilizing more width than otherwise allowed. This creates more space, light, and air at the southern portion of the property. In addition to creating better relief to the adjacent developments, this space also promotes sunlight into the project and the through-block connections.

LUC 20.25A.160.C – Through-block connections

- The departure allows more light, air, and space adjacent to the through-block connections. This helps accentuate these routes and provides a more pedestrian scale experience at a pedestrian focused element.

LUC 20.25A.180.D – Building Base (Podium)

- The departure allows for a clearly defined podium that extends towards the north and the south. Without the departure, the project would not clearly be able to define a change of scale and massing at the southern portion of the site. By creating a different scale element over the driveway, a podium is apparent – thus creating a more pedestrian scaled element at the through-block connection.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***and***

The minimum dimension allowed through a departure is 20' – 0" from the originally required 60' – 0" for a maximum of 10% of the façade. The project proposes a 50' – 2" departure (30' – 2" more than permitted) for a total percentage of 3.1% (6.9% less than the maximum allowed). The proposed departure is the minimum necessary to achieve a specific podium expression and specific focus on the through-block connection. Please refer to Attachment A – diagrams 4 & 6.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

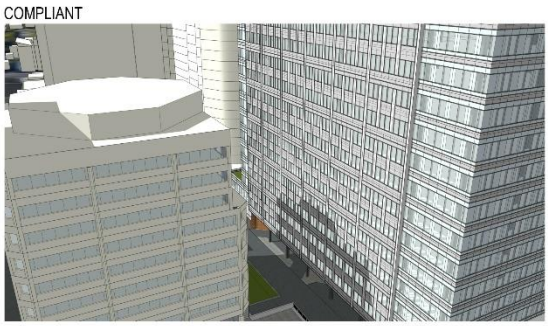
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

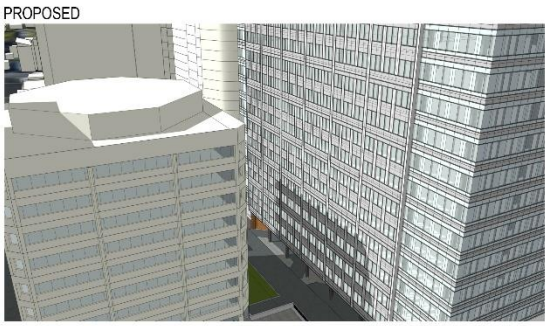
There are two requirements as part of this particular departure:
A maximum of 10 percent of the facade is within the tower separation distance of another building's façade; and

- The applicant is proposing that 3.1% of the façade is within the tower separation, less than the allowed 10% (please refer to Attachment A – diagram 4 & 6)

The applicant demonstrates that the intrusion does not affect the light, air, or privacy of the users of either building.

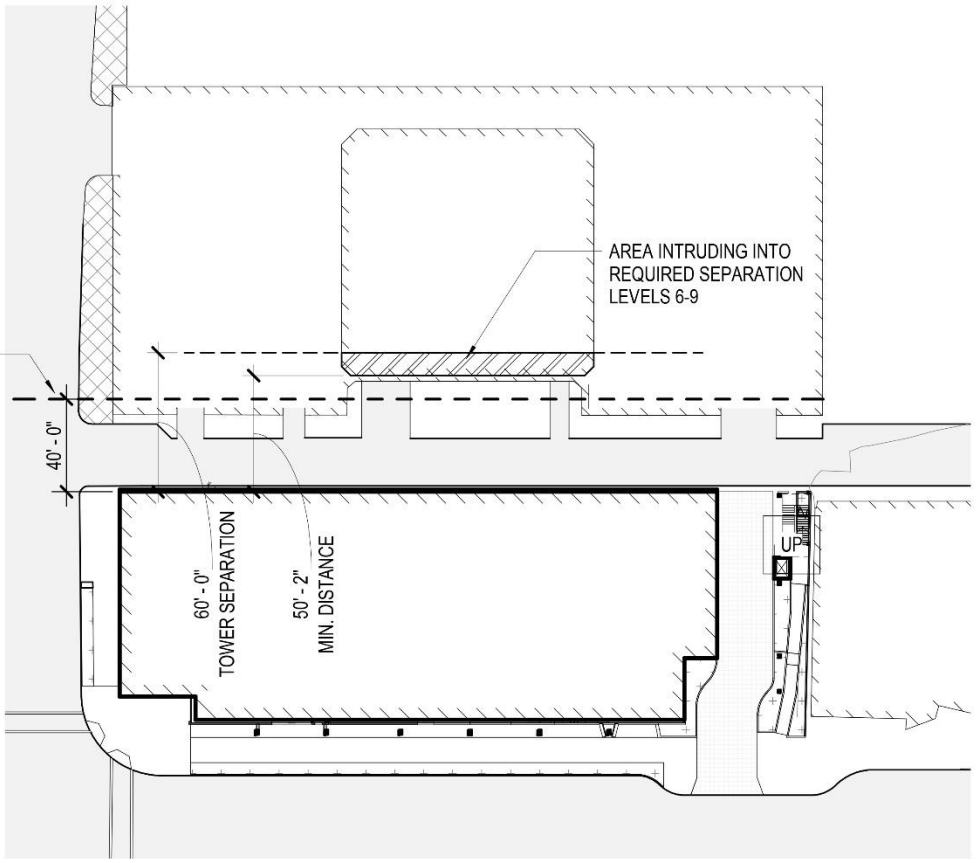
- The 9' – 10" intrusion for three stories of the building does not affect these elements as demonstrated by the attachments in this document. The perspective renders shown in the attachment clearly demonstrate that a code compliant option would not provide any more light, air, or privacy (please refer to Attachment A – diagram 1, 2, and 3)





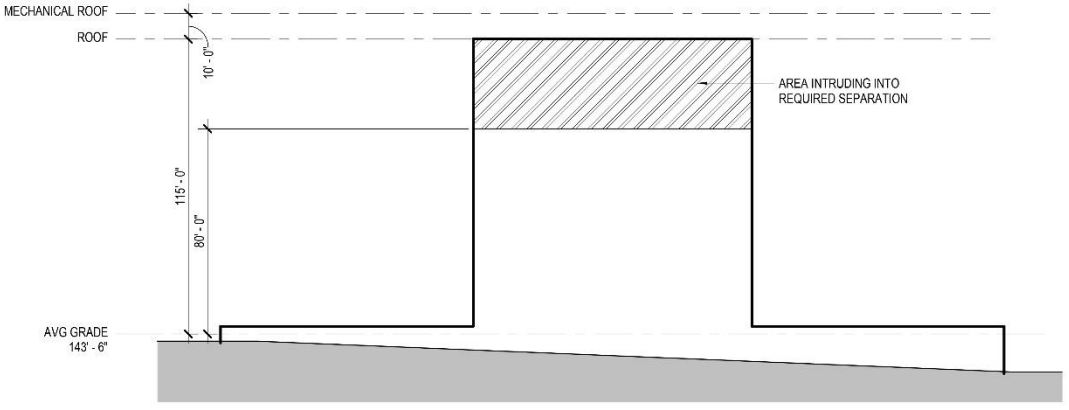
3 AERIAL VIEWS TOWER SEPARATION

2 STREET VIEWS TOWER SEPARATION



5 FACADE INTRUSION PLAN
1" = 50'-0"

0' 25' 50' 100'



1 KEY BANK WEST ELEVATION
1" = 30'-0"

0' 15' 30' 60'

KEY BANK EXISTING TOWER		
FACADE	TOTAL	INTRUDING
NORTH	13,055 SF	560 SF (3.8%)
EAST	13,031 SF	0 SF
SOUTH	14,700 SF	560 SF (3.8%)
WEST	17,920 SF	5,945 SF (33%)
FOUR 106 - PHASE I		
NORTH	23,720 SF	0 SF
EAST	56,800 SF	0 SF
SOUTH	25,100 SF	0 SF
WEST	60,200 SF	0 SF
TOTAL	224,526 SF	7,065 SF (3.1%)

4 FACADE AREA CALCULATIONS

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-130426 LD & 19-130395 LP

Project Name: Four 106

Administrative Departure requested for LUC: 20.25A.020 (build-to line definition)

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

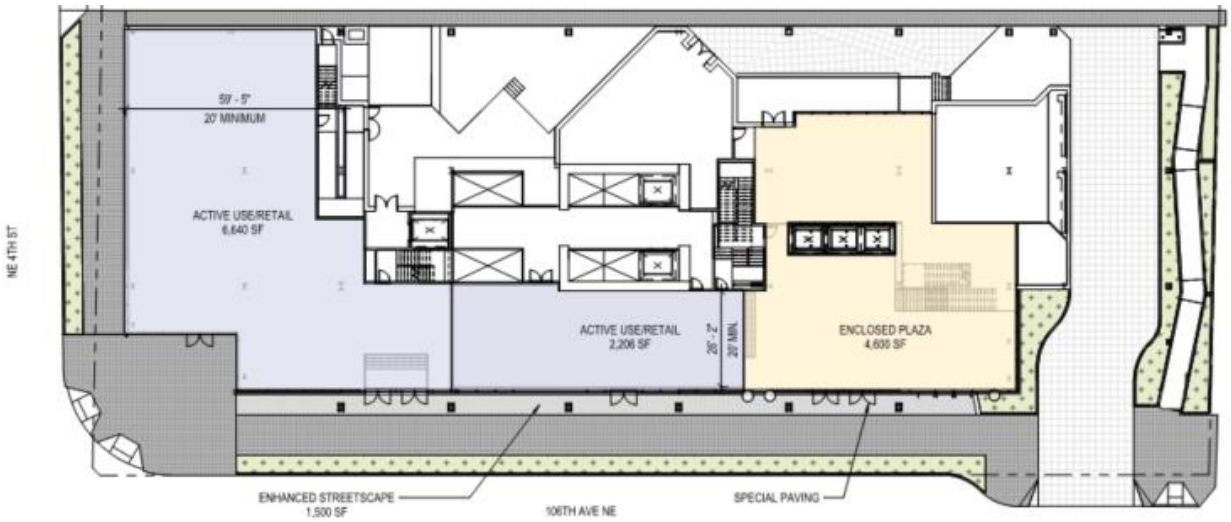
Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

A departure is being requested from the Build-to line definition.

> "**DT – *Build-To Line***: A location along a designated block or right-of-way where a building shall be constructed. The build-to line is the back of the required sidewalk unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building."

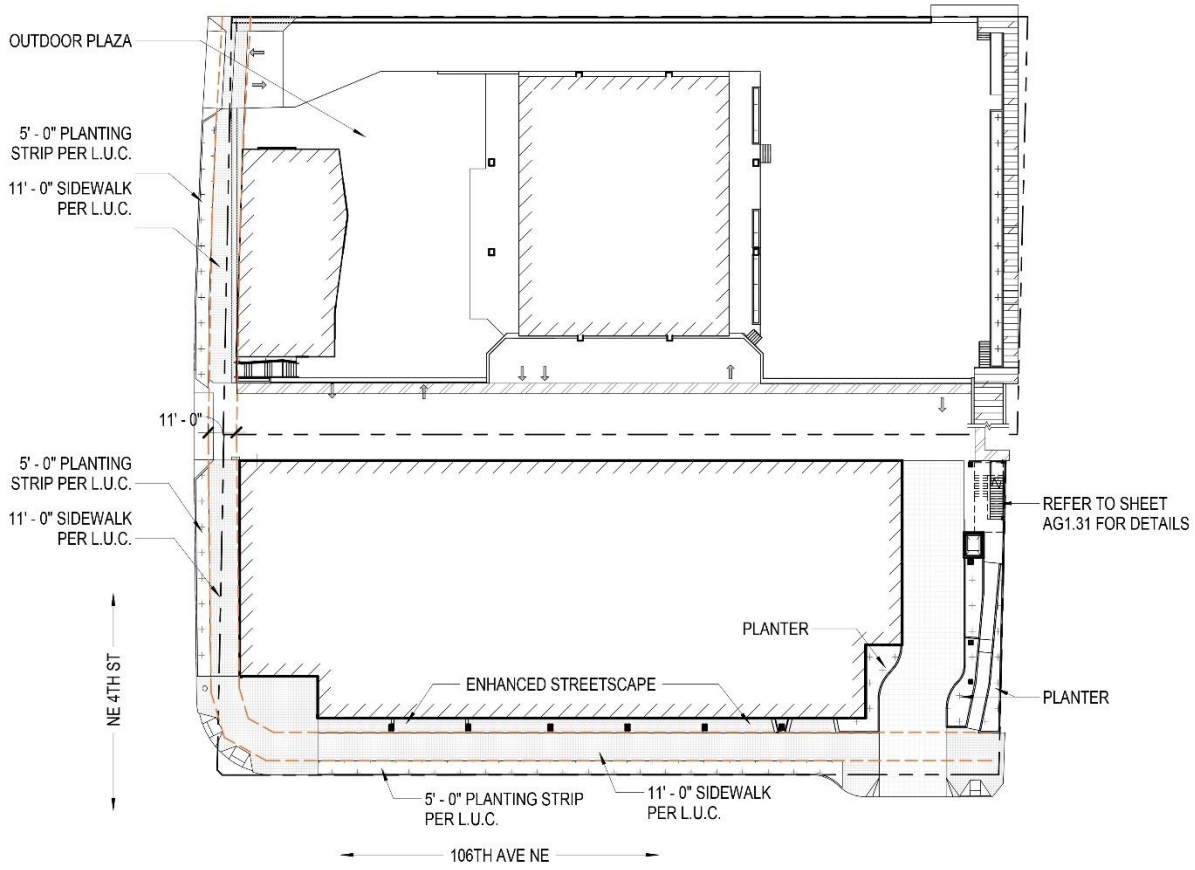
As required by code, the project must be built to the back of the required sidewalk, which is 16' – 0". The definition for this item in the land use code does not currently permit enhanced streetscape explicitly. Enhanced streetscape is a permitted option in the path for the Amenity Point Incentive System. This project seeks to use this method to contribute for the required points, and therefore necessitates a departure to this definition. The enhanced streetscape is a pedestrian-centric zone that breaks down the normal barrier between interior and exterior space, and qualifies as open space. Please refer to Attachment A – diagram 7 showing the area that is set back from the build to line and designated as enhanced streetscape. Please refer to Attachment B for the distribution of amenity points within the project limits.



DT – Build-To Line: A location along a designated block or right-of-way where a building shall be constructed. The build-to line is the back of the required sidewalk unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.

A DEPARTURE HAS BEEN SUBMITTED PURSUANT TO LUC 20.25A.030.D.1 TO ACCOMODATE OPEN SPACE IN THE FORM OF ENHANCED STREETSCAPE. REFER TO SHEET AG1.5

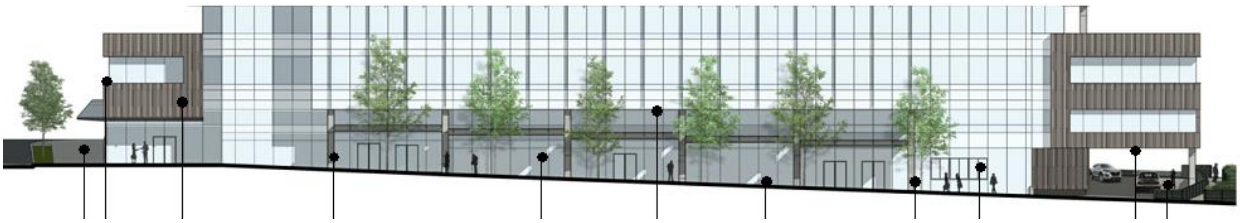
PLEASE REFER TO LD DRAWINGS FOR MORE DETAIL REGARDING PEDESTRIAN EXPERIENCE INCLUDING PERSPECTIVES



Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

vi. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***and***

- **S-DT-35 - Create a pedestrian environment with a sense of activity, enclosure, and protection.**
    - The recess at ground level for the enhanced streetscape creates a pedestrian arcade. This arcade reduces the scale of the building for pedestrians and promotes a sense of enclosure and protection.



- **S-DT-37 Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of downtown.**
    - By allowing this departure of the build to line for another required area of the land use code, a focus can be placed on the pedestrian environment. If the building were to be constructed at the build-to line, there would not be another method of achieving the amenity point system that also contributed to the pedestrian environment.
- **S-DT-39 - Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment.**
    - Enhanced streetscape, in combination with the pedestrian arcades promotes a safe and attractive pedestrian environment.
- **S-DT-40 – Enhanced the appearance function of all types of streets and adjoining sidewalks with street streets, landscaping, water feature, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.**
- The enhanced streetscape provides an additional 6-8’ of pedestrian scaled elements, increased sidewalk width, paving treatments, bike parking, and other items that would not otherwise be possible to locate within the design public sidewalk realm.

- **S-DT-44 – Provide incentives for 106th Avenue NE to develop as Downtown's *Entertainment Avenue*. This area will include a concentration of shops, cafes, restaurants, and clubs that provide for an active pedestrian environment during the day and after-hours venues for residents and workers by night.**
    - Four 106 has always intended to create a high level of active uses along both street frontages, including retail and a public common. The enhanced streetscape functions as a continuation of these indoors spaces, and softens the border between outdoor pedestrian realm, and interior public activity.

- S-DT-92 – Encourage development of neighborhood-serving retail uses.
    - This departure does not inherently create neighborhood-serving retail uses, but what it does is create more usable spaces for the building retail and public users who are accessing the retail. The enhanced streetscape functions as an extension of these retail uses, and a transition space for anybody entering the building.

vii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***and***

- 20.25A.070 – Amenity Incentive System
    - The departure from the build-to line allows enhanced streetscape to serve as a significant portion of the points required with the amenity incentive system. Without the enhanced streetscape, the project would have to seek points through a means that did not promote open space – which is a significant priority in the land use code.

CALCULATIONS PER TABLE 20.25A.070.D.4 AMENITY INCENTIVE SYSTEM

SITE AREA		90,697 SF		
BASE FAR		489,764 SF		
BUILDING AREA		519,239 SF		
AMENITY POINTS REQUIRED		29,475 PTS		
AMENITY CATEGORY	**SITE A**	**SITE B**	**RATIO**	**POINTS**
OUTDOOR PLAZA	N/A	4,170 SF	8.4:1	35,028 PTS
ENCLOSED PLAZA	4,639 SF	N/A	4:1	18,556 PTS
ENHANCED STREETSCAPE	1,352 SF	N/A	7.8:1	10,546 PTS
AMENITY POINTS PROVIDED		64,130 PTS		

- 20.25A.170.A – Streetscapes
    - Enhanced streetscape helps define the pedestrian environment and celebrate it as more than a pathway around the project. The increased width, location of landscaping, furniture, and lighting, create a sense of arrival and announce the entrances to the project. Additionally, the indoor/outdoor relation becomes more seamless, as programmed space is allowed to spill out towards the exterior.

viii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***and***

The departure from the build-to line dimension is only being requested to satisfy another element of the Land Use Code: The Amenity Point Incentive System. Enhanced streetscape is one of the potential categories to reach the required amenity points with the project. Enhanced streetscape is a pedestrian-centric method to achieve the required points by creating active space directly adjacent to interior active use. The project is electing to use enhanced streetscape due to its focus on pedestrian elements and open space.

ix. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

x. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

The definition for Build-to Line allows an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation, or other ground-level open space that retains the intended connection between the public accessible pedestrian realm and ground-level internal portions of the building. The definition of DT-Open Space is:

> "**DT – *Open Space***: Landscaped areas, walkways, gardens, courtyards, and lawns; excluding areas devoted to buildings, traffic circulation roads, or parking areas. Outdoor plazas, Major Pedestrian Open Spaces, and Minor Publicly Accessible Spaces are a kind of open space."

The enhanced streetscape qualifies as open space as it will include: landscaped areas, walkways, and will function as Minor Publicly Accessible Space, which are a kind of open space. This satisfies the specific departure criteria required by this section of the Land Use Code.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-130426 LD

Project Name: Four 106

Administrative Departure requested for LUC 25.25A.030.D.1 and LUC 20.25A.080.F.2 Parking Stall Size

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Departure – Parking Stall Size

Response:

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide compact stalls to increase garage efficiency. The currently proposed design includes 65% compact stalls in the Phase 1 Four 106 Building ~~(463 out of 707)~~. LUC 20.25A.080.F.2 allows the director to approve up to 65% compact stalls.

393 out of 605 `

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constraints of the project site and needs of users. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design with the departure advances the following specific Comprehensive Plan policies:
+S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
+ EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
+ EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.
+ EN-45: Implement the City-wide use of low impact development techniques and green building practices.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

LUC 20.25A.080.F.2 allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes to include 65% compact stalls, consistent with what the code allows. The project will work through its final garage design as it advances through construction documents to make sure it maximizes garage efficiency while providing no more than 65% compact stalls.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The project is currently showing 65% compact stalls in the Phase 1 Four 106 building. The code allows up to 65% compact stalls. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained garage floorplates.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

Response:

Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-130426 LD

Project Name: Four 106

Administrative Departure requested for LUC: 20.25A.080.B (Downtown Parking Requirements)

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

Response:

In the DT-O-2 zone, LUC 20.25A.080 requires a minimum parking supply of 2.0 stalls per 1,000 net square feet of office. Based on a detailed parking demand analysis included in the ADR submission, the project proposes to provide a minimum parking ratio of 1.68 stalls per 1,000 net square feet of office in the Four 106 building. See TENW Updated Request for Parking Modification Technical Memorandum, dated May 18, 2021.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

i. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code; ***AND***

Response:

A reduced parking ratio will advance Comprehensive Plan goals and policies by minimizing single-occupancy vehicle ("SOV") trips while meeting the Project's parking demands. Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a goal of 65 percent non-SOV (35 percent SOV) mode share for Downtown workers by 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. Also, the Comprehensive Plan's Downtown goals and policies support a reduced parking ratio, including Policy S-DT-151, which states "[e]ncourage the joint use of parking and permit the limitation of parking supply." Please see TENW Updated Request for Parking Modification Technical Memorandum, dated May 18, 2021.

ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; ***AND***

Response:

The intent of the LUC is to allow reduced parking ratios when additional parking is unnecessary to meet demand. See LUC 20.25A.080.H. The TENW Updated Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet demand.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***AND***

Response:

The TENW Updated Request for Parking Modification Technical Memorandum provides data showing the 1.68 parking ratio is calibrated to meet demand and is capable of being accomplished. The TENW Updated Request for Parking Modification Technical Memorandum also indicates that the applicant is willing to implement additional TMP measures beyond the standard measures required by code to ensure that parking demand aligns with the proposed supply in the project.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Response:

LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis. Please see supporting analysis in the TENW Updated Request for Parking Modification Technical Memorandum, which provides data on the project's anticipated parking demand and meets the specific code requirements for a parking demand analysis.

(Development Agreement not applicable to this application)

MEMORANDUM

DATE: May 18, 2021

TO: Mark Brennan, Associate Land Use Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Request for Parking Modification – Reduced Office Parking Ratio
Four 106 (19-130426 LD)
TENW Project No. 5925

This memorandum documents our updated parking study and request for a parking modification for the proposed Four 106 project. This updates our previous study dated 4/13/21 with updated project statistics. This study and associated administrative departure have also been modified to reflect the Phase 1 ADR only and specifically the Four 106 office building. The MDP as a whole would be in compliance with the current parking code requirements and therefore a departure for the MDP is not applicable.

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of **1.68 stalls per 1,000 nsf**. Based on current project statistics for the Four 106 building (353,507 nsf of office), the minimum code-required parking supply for office is 707 stalls, and the proposed minimum parking supply with this modification would be 593 stalls.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office (707 stalls for the Four 106 building) and 0 stalls per 1,000 nsf of restaurant/retail use in the DT-O-2 District.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum parking ratio of **1.68 stalls per 1,000 nsf** of proposed office (593 stalls for the Four 106 building) which requires an Administrative Departure. The applicant is proposing to meet (or exceed) the City's minimum code requirements for retail and restaurant parking (see **attached plan sheet AG1.39** for current detailed parking metrics for office and retail uses).
- The applicant's proposed reduced parking ratio for office is supported by the following key parking demand analysis findings:
    - A parking demand study was conducted at four downtown Bellevue office buildings along 108th Ave NE in the vicinity of the proposed project site to document actual parking demand anticipated for the proposed office use. Based on the data collected in October/November 2018, the average peak parking demand at the four sites was determined to be 1.46 vehicles/1,000 nsf. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office

parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023).

- The overall utilization of the parking garages at the four existing office buildings during the peak period averaged 77 percent occupancy. This equates to 580 empty parking stalls across the four buildings and demonstrates that office parking is currently oversupplied in Downtown Bellevue.
- The peak parking demand observed at the four existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office commercial uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these commercial uses (office and non-office, short and long-term parking). For comparison, the proposed Four 106 building will have around 1.3 percent non-office commercial space and a target parking ratio of 1.68. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.
- The Four 106 site is well served by non-motorized and transit facilities which reduce vehicle use and support a lower parking ratio for this project. New and/or improved pedestrian facilities are being constructed with this project to add to the existing infrastructure in Downtown. The project will include extensive on-site bicycle amenities for workers including bike lockers, storage for bicycles, and shower facilities. The site will be adjacent to existing bus routes and the Bellevue Transit Center is located within 0.25 miles of the site. The opening of East Link Light Rail in 2023 will continue to encourage non-SOV travel and will significantly increase transit capacity in Downtown Bellevue. The increased usage and availability of rideshare services also encourages non-SOV travel and reduces parking demand for office workers.
- The Four 106 project includes a passenger load/unload lane that will be accessed from the 106th Place NE alley to accommodate vans, taxi, and rideshare demand. The proposed drop-off/pick-up area in the project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles, the Four 106 project with the proposed drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.
- The most recent Commute Trip Reduction (CTR) survey mode split data for all of Downtown Bellevue showed an average Single Occupant Vehicle (SOV) mode share of approximately 50 percent. Based on vehicle occupancy assumptions, the current CTR mode-split data results in an estimated peak office parking demand rate of 1.89 vehicles per 1,000 nsf.

Based on the four downtown Bellevue study sites included in our parking demand study and using the same vehicle occupancy assumptions, an observed peak parking demand rate of 1.46 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 36 percent. The Four 106 project's target minimum parking ratio of 1.68 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 44 percent.

- The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand. Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. To support the proposed target parking ratio for this development, the applicant is willing to adopt a more aggressive SOV mode share goal as well as implement additional measures beyond the standard measures required by code. The applicant has committed to provide at least two Tier 1 Elements and at least three Tier 2 Elements. The SOV mode share goal and specific TMP measures will be reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy.
- For comparison, a review of minimum required office parking ratios in other local jurisdictions in downtown areas shows a range in required parking ratios between zero and 3.46 stalls per 1,000 nsf. All of the jurisdictions with the exception of Seattle would be considered less dense and more suburban than Downtown Bellevue with less access to transit. It is notable that Seattle and Renton have chosen to eliminate parking minimums from their code requirements for office uses in downtown zones, which is a growing trend around the nation.
- Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.68 stalls per 1,000 nsf. Based on current project statistics for the Four 106 building (353,507 nsf of office), the minimum code-required parking supply for office is 707 stalls, and the proposed minimum parking supply with this modification would be 593 stalls.

Project Description

The proposed Four 106 project would be located on the southeast corner of 106th Ave NE/NE 4th Street. The Four 106 project is planned to be developed in two phases. Based on current project statistics, the Four 106 building in Phase 1 would include 353,507 nsf of office. Additional land uses include active use space (currently shown as retail). All parking for the Four 106 building would be provided in parking garage below the building (see attached plan sheet AG1.39 for current detailed parking metrics for office and retail uses).

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The Four 106 site is located within the DT-O-2 Land Use District. The image on the next page shows the minimum parking requirements for office and restaurant/retail in the DT-O-2 District.

As shown above, the DT-O-2 District requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office, 0 stalls per 1,000 nsf restaurant use, and 0 stalls per 1,000 nsf retail use (in a mixed development).

It should be noted that the City of Bellevue parking calculations are based on net square feet (nsf) as defined per the land use code definition below.

> ***Net Square Feet.*** *The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.*

For the purpose of this parking analysis, gross square feet (gsf) or gross floor area (gfa) needed to be converted to net square feet (nsf) to provide a consistent measurement of square footage. Based on TENW discussions with local architects, net square footage for traditional office buildings is typically expected to be approximately 80 to 85 percent of gross square footage. Therefore, a factor of 82.5% (0.825) was used to convert gsf to nsf where only gsf or gfa measurements were available.

City of Bellevue Municipal Code section 20.25A.080.H provides the Director the authority to modify the minimum parking ratios based on a parking demand analysis including but not limited to:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
b. Evidence in available planning and technical studies relating to the proposed use; or
c. Required parking for the proposed use as determined by other compatible jurisdictions.

Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts			
		-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/ Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services: Without Fixed Stations With Fixed Stations	per 1,000 nsf per station	 2.0 0.7	 2.0 2.0	 2.0 1.0	 3.0 1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0
o. Senior Housing: Nursing Home Senior Citizen Dwelling or Congregate Care	 per patient bed per living unit	 0.4 0	 0.8 1.0	 0.4 0.33	 0.8 1.0

nsf = net square feet (see LUC 20.50.036)

Proposed Parking Modification

The applicant is proposing to provide a minimum parking ratio of 1.68 stalls per 1,000 nsf of proposed office which requires an Administrative Departure. The applicant will meet (or exceed) the City's minimum code requirements for restaurant/retail parking (which is zero).

As justification for a reduced office parking ratio for the proposed Four 106 project, the following parking analysis includes:

- A parking demand study documenting a conservative estimate of the parking demand ratio at similar downtown office buildings, reflecting existing conditions where Light Rail Transit is not yet open
- A discussion of new and existing transit and non-motorized facilities that support non-SOV travel modes, including the East Link Light Rail Transit station opening in 2023
- A discussion of how the applicant's proposed accommodations for passenger load/unload activity reduces parking demand
- An analysis of how existing and future mode splits affect parking demand
- Proposed Transportation Management Plan (TMP) measures that support the proposed parking ratio
- A comparison of required parking ratios for office uses in other local jurisdictions
- A discussion of adopted Comprehensive Plan policies that align with reduced parking requirements

Downtown Bellevue Office Parking Demand Study

A parking demand study was conducted at four downtown Bellevue office buildings along 108th Ave NE. The study sites included buildings where the primary use was office (sites with a significant amount of non-office use such as retail shopping center uses were excluded). The office buildings included in the study are similar to the proposed Four 106 project in that they all have similar access to transit (within 0.25 miles of the Bellevue Transit Center).

Analysis Approach

The following tasks were conducted for the parking study:

1. Based on Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) parking publications (ITE *Parking Generation* and ULI *Shared Parking*), the peak office parking demand is expected to occur before and after lunch on a typical weekday. To capture the peak office parking demand, the number of occupied parking stalls within the parking garages for each site were recorded between approximately 10 and 11 AM and between 2 and 3 PM.
2. Data was collected on two weekdays (Tuesday and Thursday).
3. A parking demand rate per 1,000 nsf of office space was derived separately for each building with conservative adjustments to account for building occupancy.

Parking Counts

Weekday parking counts were conducted on Tuesday 10/30/18 and Thursday 11/1/18 at the following four downtown Bellevue office buildings:

1. Concur/Key Center (601 108th Ave NE)
2. Symetra (777 108th Ave NE)
3. City Center (500 108th Ave NE)
4. One Bellevue Center (411 108th Ave NE)

Counts of parked vehicles were conducted by TENW staff during the morning and afternoon peaks. A summary of the counts of parked vehicles at the office buildings is included in Attachment A.

Counts at the four study sites conservatively included all vehicles parked within the parking garages, even though some vehicles were associated with non-office uses like on-site retail and restaurant uses. In addition, the counts at the Symetra building included 11 reserved parking stalls in the Barnes & Noble surface parking lot that are signed for Symetra carpool/vanpool parking.

Parking Supply & Demand Rates

Based on the counts at the office buildings, peak parking demand rates were calculated in terms of parked vehicles per 1,000 nsf of office (gross square feet of office per King County parcel data was factored to estimate net square feet). The square footage used in the calculation does not include on-site non-office uses such as retail, restaurants, and banks, even though parking associated with these uses was included in the demand analysis, resulting in a conservative approach. Demand rates were factored to account for building occupancy based on the amount of advertised office spaces for lease in each building at the time of the counts. By adjusting for occupancy, the peak parking demand ratios conservatively assume 100 percent occupancy. Table 1 summarizes the parking supply ratios and the observed peak parking demand rates for the office buildings.

Table 1
Summary of Parking Supply & Demand Rates

Office Building	Address	Office Area (nsf)	Parking Supply Ratio (stalls per 1,000 nsf)	Observed Peak Parking Demand Rate (veh per 1,000 nsf)
Concur/Key Center	601 108th Ave NE	384,866	2.12	1.45
Symetra [1]	777 108th Ave NE	362,034	1.57	1.73
City Center	500 108th Ave NE	389,002	1.84	1.37
One Bellevue Plaza	411 108th Ave NE	298,073	1.51	1.27
			Average =	**1.46**

[1] The Symetra building shows a peak demand that exceeds the supply ratio. This is partially due to a valet program that allows demand to exceed the marked supply. In addition, because the demand ratio is factored to account for full occupancy of the building, the ratio is not constrained by supply.

As shown in Table 1, the average peak parking demand rate for the four sites was determined to be 1.46 vehicles per 1,000 nsf. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023). The detailed parking supply and demand calculations are included in Attachment B.

The following are additional observations from the parking counts:

1. The overall peak utilization of the parking garages averaged 77 percent occupancy.
2. Across all 4 buildings, there were 580 empty parking stalls during the peak period. This is enough surplus parking to supply a 400,000 sf (nsf) office building at a ratio of 1.46 stalls per 1,000 nsf.

This study demonstrates that office parking is currently oversupplied in Downtown Bellevue.

Non-Office, Visitor, and Guest Parking

The peak parking demand observed at the four existing office buildings in our study included all short-term and long-term parking stalls including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office commercial space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these uses (office and non-office, short and long-term parking). For comparison, the proposed Four 106 building will have approximately 1.3 percent non-office commercial space and a target parking ratio of 1.68. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.

New and Existing Transit & Non-Motorized Facilities

The Four 106 site will be well served by non-motorized and transit facilities which encourage reduced vehicle use and support a lower parking ratio for this project.

The project will provide wider sidewalks on all street frontages and will construct a portion of a new east-west through-block connection on the south property line. Pedestrian improvements on the site will connect to existing sidewalks that are provided throughout Downtown Bellevue. The project will include extensive on-site bicycle amenities for tenant employees including long and short-term storage within and around the building as well as men's and women's locker rooms and showers.

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The nearest public transit stop is located on NE 4th Street adjacent to the site serving routes 240, 241 and 342. The Bellevue Transit Center is located within 0.25 mile of the project site and provides access to 20 local and regional routes.

The East Link Light Rail Extension is expected to open in 2023 and will give riders a fast, frequent, and reliable connection from Downtown Bellevue to Redmond Overlake, Downtown Seattle, Sea-Tac Airport, the University of Washington, and beyond. The future Bellevue Transit Center Station will be a street-level station at NE 6th Street with an entrance on the east side of 110th Ave NE and a second one on the west side of 112th Ave NE. Light rail will provide a significant increase in transit capacity in Downtown Bellevue which is necessary if the City is to reach their non-SOV mode share target of 65 percent (35 percent SOV).

Relatively new travel options such as rideshare companies also make it easier for workers to leave their vehicles at home.

Passenger Load/Unload Accommodations

The Four 106 project includes a passenger load/unload lane that will be accessed from the 106th Place NE alley to accommodate vans, taxi, and rideshare demand. The proposed drop-off/pick-up area in the project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles, the Four 106 project with the proposed

drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.

Effects of Mode Split on Office Parking Demand

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. The following section provides a methodology to correlate parking demand rates to mode split and SOV rates. The SOV rate is the primary measurement of program effectiveness used by the City of Bellevue in their Transportation Management Programs (TMPs). Therefore, by correlating parking demand rates to SOV rates, we are effectively linking parking demand to the TMP program and guiding the establishment of a specific TMP mode share goal for this project.

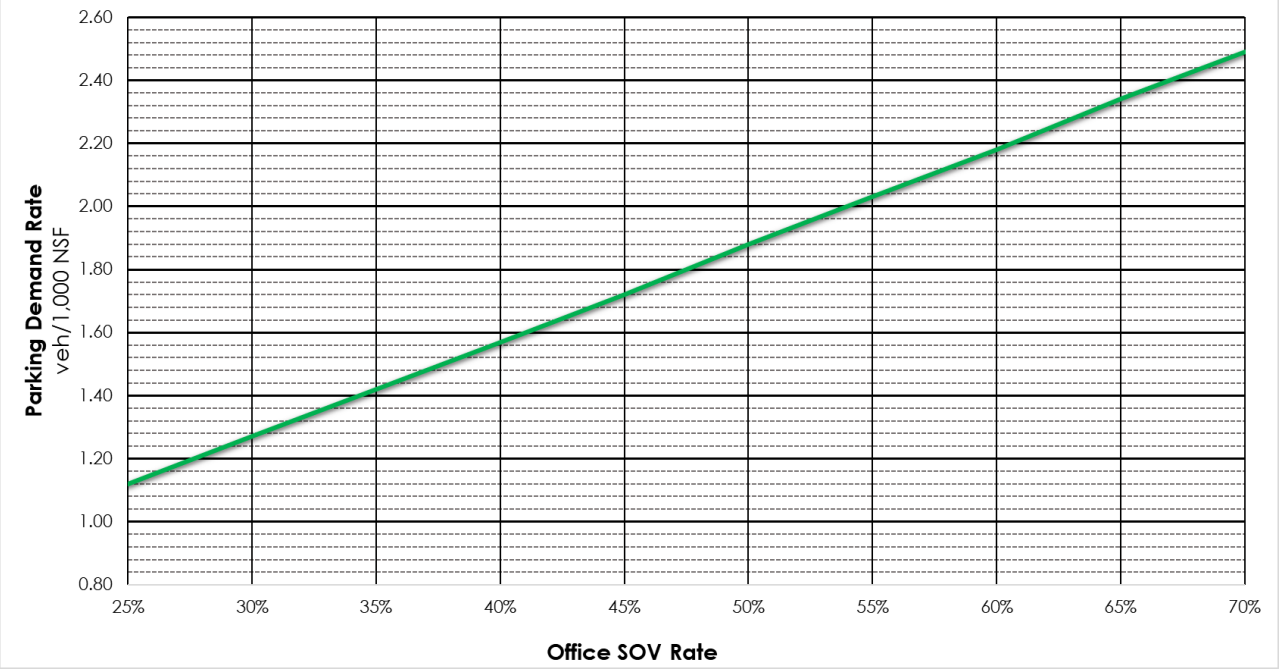
There are two primary sets of mode split data that are available in Downtown Bellevue. Census data (American Community Survey 5-Year Estimates) and Washington State Commute Trip Reduction (CTR) Survey data. Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. CTR law only applies to companies with at least 100 workers that arrive at a site between 6 and 9 AM. Although only a subset of downtown Bellevue workers, workers at CTR companies tend to be office workers which aligns well with the scope of this parking study. Therefore, the most recent Washington State CTR Survey Data (2017-2018) for Downtown workers was used (as provided by the City of Bellevue Transportation Department).

The most recent CTR survey mode split data for all of Downtown Bellevue showed an average SOV mode share of approximately 50 percent SOV. The survey data also provided percent bus, carpool, telework, walk, bike, etc. TENW used this information to develop a parking demand estimate for this specific CTR mode split using the following steps (see Attachment C for detailed calculations):

1. Using only travel modes that involve vehicles that require parking spaces (SOV, carpool, motorcycle, vanpool, etc.) simple average vehicle occupancy (AVO) assumptions were applied that convert persons to vehicular parking demand for each mode of travel. For example, the CTR data showed 7.4 percent carpools. If we assume an average AVO of 2 persons per carpool vehicle (most conservative assumption), then the number of vehicles estimated would be 3.70 vehicles (7.4 people @ 2 persons per vehicle).
2. The estimated parking demands from all vehicular travel modes were then added together, resulting in the total number of vehicles parked per 100 people. For example, using the CTR mode split, the total parking demand per 100 people was estimated to be 55.5 vehicles.
3. The ITE *Parking Generation Manual* (5th Edition, 2019) publishes peak parking demand rates observed at office buildings throughout the United States. The average peak parking utilization for sites located in a Dense Multi-Use Urban setting is 1.63 vehicles per 1,000 gsf. Based on the ITE peak parking rate per employee for the same use, 0.58 vehicles per employee is anticipated. Therefore, a peak parking demand rate of 1.63 vehicles per 1,000 gsf in ITE correlates to a peak parking demand rate of 58 vehicles per 100 people.
4. Applying the ratio of CTR parking demand to ITE parking demand per 100 people (55.5/58.0) to the ITE parking rate of 1.63, an ITE "mode-adjusted" parking rate of 1.56 vehicles per 1,000 gsf was calculated.

5. In order to compare the ITE mode-adjusted parking rate (based on gross square feet) to City of Bellevue parking ratios that are based on net square feet, the ratio was divided by 0.825 which results in an estimated parking demand rate of 1.89 vehicles per 1,000 nsf. This is the estimated peak parking demand ratio associated with the latest CTR Survey data.

The methodology described in the preceding steps can be performed in reverse if the parking demand ratio is given, and the objective is to determine a target SOV rate. This process was utilized to estimate the average SOV rate associated with the existing parking demand observed at the 4 study sites on 108th Ave NE (36 percent SOV results in 1.46 vehicles per 1,000 nsf). Likewise, the proposed target parking demand ratio of 1.68 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 44 percent. A chart that illustrates the relationship between parking demand rates and office SOV rates based on our methodology is included below.



A summary of estimated office parking demand rates associated with the SOV mode share assumptions for 3 scenarios are shown in Table 2. Detailed parking/mode split calculations for these 3 scenarios are included in Attachment C.

Table 2
Office Parking Demand Rates vs SOV Mode Shares

Scenario	SOV Mode-Split	Parking Demand Rate (veh per 1,000 nsf)
Existing CTR Data (2017-2018) – Downtown Bellevue Average	50%	1.89
Estimated SOV Mode Share at 4 Parking Study Sites on 108th	36%	1.46
Estimated SOV Mode Share to Achieve Target Parking Ratio	**44%**	**1.68**

Transportation Management Program

The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue's *TMP Implementation Guidelines* require the owner of a building to establish an SOV mode share goal. The goal can either be equal to the average CTR SOV mode share for Downtown Bellevue worksites (average of the most recent 3 measurement cycles, currently 51 percent SOV), or equal to the Comprehensive Plan Target Level (35 percent SOV maximum). For the Four 106 project, the target parking ratio of 1.68 is only likely to be achieved if the SOV rate reaches approximately 44 percent. Therefore, based on our parking demand vs. SOV mode share analysis the applicant should consider a goal of 44 percent SOV.

Bellevue's *TMP Implementation Guidelines* require certain elements be included in all TMPs. In addition to these baseline elements, the owner is required to choose additional elements from a list of Tier 1 and Tier 2 elements (Tier 1 = higher impact, Tier 2 = lower impact). For Office buildings 50,000 gross square feet (gsf) and larger, the owner must choose at least one Tier 1 element and at least two Tier 2 elements. Required baseline Elements, Tier 1 Element options, and Tier 2 Element options are shown on the next page. More detailed descriptions of the TMP elements are included in the City's TMP Implementation Guidelines in Attachment D.

To support the proposed target parking ratio for this development, the applicant is willing to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard measures required by code. The applicant has committed to provide at least two Tier 1 Elements and at least three Tier 2 Elements. The SOV mode share goal and specific TMP measures will be further reviewed and discussed with the City when the TMP implementation agreement is developed prior to building occupancy. Measures currently being considered at Four 106 include:

Tier 1 Elements (minimum 1 required)

- Provide financial incentives for transit, carpool, and vanpools
- Provide flexible parking options

Tier 2 Elements (minimum 2 required)

- Provide guaranteed ride home
- Provide preferential HOV parking
- Conduct annual transportation options event
- Provide secure, covered bicycle parking
- Provide shower facilities
- Provide off-street passenger loading area

Required TMP Elements
(Source: City of Bellevue TMP Implementation Guidelines 7/1/20)

	Required Baseline Elements
1	Post information
2	Distribute information
3	Provide building transportation coordinator
4	Leases in which tenants are required to participate in periodic surveys
5	Identify parking cost as a separate line item in tenant leases
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.
7	Submit periodic report describing implementation of TMP provisions

	Tier 1 Element Options (higher-impact)
8	Provide financial incentive
9	Provide shuttle van/bus service
10	Provide flexible parking options
11	Daily Only Parking

	Tier 2 Element Options (lower-impact)
12	Provide guaranteed ride home
13	Provide preferential HOV parking
14	Conduct annual transportation options event
15	Provide secure, covered bicycle parking
16	Provide shower facilities
17	Provide off-street passenger loading area
18	Provide parking on-site for carshare vehicles
19	Annual TMP services contract with Transportation Management Association

Note: Offices Buildings 50,000 gsf and larger are required to implement all Baseline Elements, at least one Tier 1 Element, and at least two Tier 2 elements.

Office Parking Ratios in Other Jurisdictions

For comparison, a review of minimum required office parking ratios in other nearby jurisdictions in downtown areas was conducted. Table 3 summarizes our findings.

Table 3
Required Downtown Office Parking Ratios in Other Jurisdictions

	Minimum Parking Stalls Required	
Jurisdiction	Code Requirement	Stalls per 1,000 Net Sq. Ft.[5]
Redmond [1]	2 per 1,000 gsf	2.42 per 1,000 nsf
Kirkland [2]	1 per 350 gsf	3.46 per 1,000 nsf
Renton [3]	*None Required*	*None Required*
Seattle [4]	*None Required*	*None Required*

1. Per RZC 21.10 (Downtown Urban Center) and RZC 21.12 (Overlake Urban Center)
2. Per KZC Chapter 50 (Central Business District (CBD) Zones)
3. Per RMC 4-4-080(F)10.d (Center Downtown (CD) Zone)
4. Per SMC 23.49.019 (Downtown Zoning)
5. Stalls per 1,000 gross square feet (gsf) factored by 1/0.825

As shown in Table 3, the minimum required downtown office parking ratios in other nearby jurisdictions ranges from zero to 3.46 stalls per 1,000 nsf. All of these jurisdictions except Seattle are much more suburban than downtown Bellevue with significantly less access to transit. Although Redmond, Kirkland, and Renton contain "urban center" designations, none of them allow development to exceed 12 stories and height limits are more commonly 5 to 7 stories. The density allowed on the Four 106 site in downtown Bellevue is more comparable to the urban density in downtown Seattle than the density in these other suburban jurisdictions. It is also notable that Seattle and Renton have chosen to eliminate parking minimums for office uses in their Downtown zones, which is a growing trend around the nation.

Comprehensive Plan Analysis

Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Request for Parking Modification

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.68 stalls per 1,000 nsf. Based on current project statistics for the Four 106 building (353,507 nsf of office), the minimum code-required parking supply for office is 707 stalls, and the proposed minimum parking supply with this modification would be 593 stalls.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Jeff Johnson, Fana Group
Cameron Darr, CollinsWoerman

PHASE 2 PARKING AREA TABLE

FOUR 106

	FOUR 106			KEY BANK PHASE 2	
	OFFICE	RETAIL		OFFICE	RETAIL
LEVEL P8	N/A	N/A		N/A	N/A
LEVEL P3-P7	N/A	N/A		N/A	N/A
LEVEL P2	N/A	N/A	LEVEL P2-3	N/A	N/A
LEVEL P1	N/A	N/A	LEVEL P1	N/A	N/A
LEVEL 1	N/A	5,376	LEVEL 1	10,905	6,660
LEVEL 2	17,111	N/A	LEVEL 2	21,434	N/A
LEVEL 3	15,660	N/A	LEVEL 3-5	21,613	N/A
LEVEL 4-12	17,816	N/A		N/A	N/A
LEVEL 13-19	18,442	N/A		N/A	N/A
LEVEL 20	16,118	N/A		N/A	N/A
LEVEL 21	15,180	N/A		N/A	N/A
TOTAL	353,507	5,376		97,178	6,660
				OFFICE	RETAIL
PHASE 2 NSF				450,685	12,036

RETAIL PARKING REQUIRED	N/A IN MIXED-USE DEVELOPMENT
OFFICE PARKING AT 2.0 (MIN)	902 STALLS
OFFICE PARKING AT 2.7 (MAX)	1,217 STALLS
FOUR 106 PARKING AT 2.0	707 STALLS
BIKE PARKING AT 1 PER 10,000 NSF	462,271 NSF TOTAL - 47 STALLS MINIMUM 24 STALLS COVERED

PARKING COUNT

FOUR 106				KEY BANK REDEVELOPMENT			
FLOOR	**REGULAR (R)**	**COMPACT (C)**	**TOTAL**	**FLOOR**	**REGULAR (R)**	**COMPACT (C)**	**TOTAL**
LEVEL P1	7	18	25	LEVEL P1	47	44	91
LEVEL P2	29	66	95	LEVEL P2	56	79	135
LEVEL P3	35	66	101	LEVEL P3	56	79	135
LEVEL P4	35	66	101				
LEVEL P5	35	66	101				
LEVEL P6	34	66	100				
LEVEL P7	35	65	100				
LEVEL P8	34	50	84				
TOTAL	**244**	**463**	**707**	**TOTAL**	**159**	**202**	**361**
RETAIL DEDICATED STALLS			12	RETAIL DEDICATED STALLS			30
OFFICE DEDICATED STALLS			695	OFFICE DEDICATED STALLS			331
FOUR 106 OFFICE NSF TOTAL			353,507 SF	**PHASE II OFFICE NSF TOTAL**			**450,685 SF**
FOUR 106 OFFICE PARKING RATIO W/O DEPARTURE			1.97 PER 1,000	**PHASE II OFFICE PARKING COUNT**			**1,026 STALLS**
STALLS REMOVED W/ DEPARTURE			102	**PHASE II OFFICE PARKING RATIO**			**2.28 PER 1,000**
OFFICE DEDICATED STALLS W/ DEPARTURE			593	**PHASE II RETAIL NSF TOTAL**			**12,036 SF**
FOUR 106 OFFICE PARKING RATIO W/ DEPARTURE			1.68 PER 1,000	**PHASE II RETAIL PARKING COUNT**			**42 STALLS**
				PHASE II RETAIL PARKING RATIO			**3.49 PER 1,000**

***THE DEPARTURE REQUESTED FOR THE FOUR 106 BUILDING ASSUMES REMOVING ONE ENTIRE TYPICAL LEVEL OF PARKING. THIS WOULD RESULT IN A NET LOSS OF 102 OFFICE STALLS FOR THE BUILDING, AND A BUILDING SPECIFIC RATIO OF 1.68 PER 1,000**

***RETAIL EMPLOYEES AND PATRONS FOR EACH PROPERTY WILL PARK ON THE APPLICABLE PARCEL. ON KEY BANK, THERE WILL DEDICATED STALLS AT P1. ON FOUR, THERE WILL BE DEDICATED STALLS AT P1 FOR RETAIL PARKING.**

PHASE 1 PARKING AREA TABLE

FOUR 106

	FOUR 106			KEY BANK	
	OFFICE	RETAIL		OFFICE	RETAIL
LEVEL P8	N/A	N/A		N/A	N/A
LEVEL P3-P7	N/A	N/A	LEVEL P3	N/A	N/A
LEVEL P2	N/A	N/A	LEVEL P2	N/A	N/A
LEVEL P1	N/A	N/A	LEVEL P1	N/A	N/A
LEVEL 1	N/A	5,376	LEVEL 1	2,145	5,857
LEVEL 2	17,111	N/A	LEVEL 2-9	8,233	N/A
LEVEL 3	15,660	N/A		N/A	N/A
LEVEL 4-12	17,816	N/A		N/A	N/A
LEVEL 13-19	18,442	N/A		N/A	N/A
LEVEL 20	16,118	N/A		N/A	N/A
LEVEL 21	15,180	N/A		N/A	N/A
TOTAL	353,507	5,376		68,009	5,857
				OFFICE	RETAIL
PHASE 1 NSF				421,516	11,233

RETAIL PARKING REQUIRED	N/A IN MIXED-USE DEVELOPMENT
OFFICE PARKING AT 2.0 (MIN)	843 STALLS
OFFICE PARKING AT 2.7 (MAX)	1,138 STALLS
FOUR 106 PARKING AT 2.0 (MIN)	707 STALLS
BIKE PARKING AT 1 PER 10,000 NSF	432,749 NSF TOTAL - 44 STALLS MINIMUM 22 STALLS COVERED

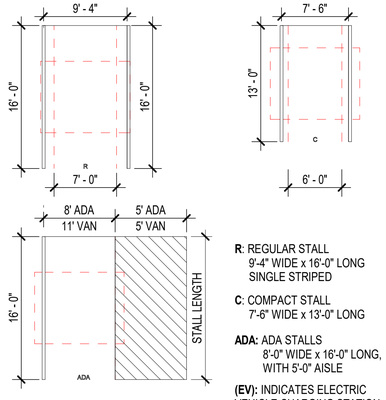
PARKING COUNT

FOUR 106				KEY BANK			
FLOOR	**REGULAR (R)**	**COMPACT (C)**	**TOTAL**	**FLOOR**	**REGULAR (R)**	**COMPACT (C)**	**TOTAL**
LEVEL P1	7	18	25	LEVEL 1	26		26
LEVEL P2	29	66	95	LEVEL P1	73		73
LEVEL P3	35	66	101	LEVEL P2	93	2	95
LEVEL P4	35	66	101	LEVEL P3	96	2	98
LEVEL P5	35	66	101				
LEVEL P6	34	66	100				
LEVEL P7	35	65	100				
LEVEL P8	34	50	84				
TOTAL	**244**	**463**	**707**	**TOTAL**	**288**	**4**	**292**
RETAIL DEDICATED STALLS			12	RETAIL DEDICATED STALLS			20
OFFICE DEDICATED STALLS			695	OFFICE DEDICATED STALLS			272
FOUR 106 OFFICE NSF TOTAL			353,507 SF	**PHASE I OFFICE NSF TOTAL**			**421,516 SF**
FOUR 106 OFFICE PARKING RATIO W/O DEPARTURE			1.97 PER 1,000	**PHASE I OFFICE PARKING COUNT**			**967 STALLS**
STALLS REMOVED W/ DEPARTURE			102	**PHASE I OFFICE PARKING RATIO**			**2.29 PER 1,000**
OFFICE DEDICATED STALLS W/ DEPARTURE			593	**PHASE I RETAIL NSF TOTAL**			**11,233 SF**
FOUR 106 OFFICE PARKING RATIO W/ DEPARTURE			1.68 PER 1,000	**PHASE I RETAIL PARKING COUNT**			**32 STALLS**
				PHASE I RETAIL PARKING RATIO			**2.85 PER 1,000**

***THE DEPARTURE REQUESTED FOR THE FOUR 106 BUILDING ASSUMES REMOVING ONE ENTIRE TYPICAL LEVEL OF PARKING. THIS WOULD RESULT IN A NET LOSS OF 102 OFFICE STALLS FOR THE BUILDING, AND A BUILDING SPECIFIC RATIO OF 1.68 PER 1,000**

***RETAIL EMPLOYEES AND PATRONS FOR EACH PROPERTY WILL PARK ON THE APPLICABLE PARCEL. ON KEY BANK, THIS IS AT THE SOUTH SURFACE LOT. ON FOUR, THERE WILL BE DEDICATED STALLS AT P1 FOR RETAIL PARKING.**

STALL DIMENSIONS



R: REGULAR STALL
9'-4" WIDE x 16'-0" LONG
SINGLE STRIPED

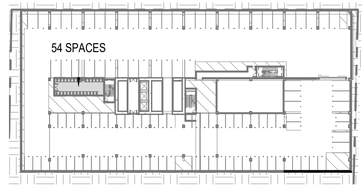
C: COMPACT STALL
7'-6" WIDE x 13'-0" LONG

ADA: ADA STALLS
8'-0" WIDE x 16'-0" LONG,
WITH 5'-0" AISLE

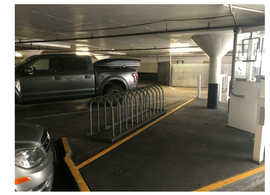
(EV): INDICATES ELECTRIC
VEHICLE CHARGING STATION

DRIVE AISLE DIMENSIONS

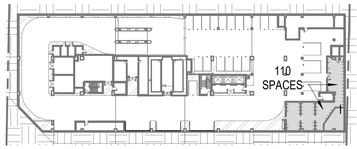
REGULAR 9'-4" SINGLE STRIPED 60'-0" AISLE
COMPACT 7'-6" 51'-6" AISLE
DIMENSIONS SHOWN IN COMPLIANCE WITH LUC 20.20.590



PHASE 2 TOTAL NSF - 462,846 SF
REQUIRED BIKE PARKING - 47 STALLS MIN. (50% COVERED)
PROVIDED BIKE PARKING - 110 STALLS (FOUR 106) 54 STALLS (KEY BANK)



PHASE 1 TOTAL NSF - 432,669 SF
REQUIRED BIKE PARKING - 44 STALLS MIN. (50% COVERED)
PROVIDED BIKE PARKING - 110 STALLS (FOUR 106) 12 STALLS (KEY BANK)



MARK	DATE	REVISION
	05/01/2020	MDP/ADR Cycle 2 Submittal

ISSUED

Fana Group of Companies
10655 NE 4TH STREET, SUITE 700
BELLEVUE, WA 98004 - 425.505.2500
OWNER

Four 106
MDP/ADR
PROJECT NAME

CollinsWoerman
710 SECOND AVENUE, SUITE 1400
SEATTLE, WA 98104 - 206.245.2100
ARCHITECT

PARKING INFO
SHEET NAME

AG1.39
SHEET NUMBER

ATTACHMENT A

Local Parking Study Count Data
Downtown Bellevue

Parking Study Summary - Counts vs. Supply
11/20/2018

			Parked Vehicles Observed[1]									
			10:00 AM			2:00 PM						
Building	**Site Address**	**Stall Type**	**Tuesday**	**Thursday**	**2-Day Average**	**Tuesday**	**Thursday**	**2-Day Average**	**Peak Demand**	**Parking Supply**	**% Occupied**	**# of Empty Stalls**
Concur/Key Center	601 108TH AVE NE	General	505	515		523	505			787		
		Visitor	11	10		11	14			17		
		Bank	10	4		9	6			10		
		Delivery	1	2		3	1			2		
		Motorcycle	1	0		2	0			-		
		TOTAL	528	531	**530**	548	526	**537**	**537**	**816**	**66%**	**279**
Symetra	777 108TH AVE NE	General	416	405		387	383			422		
		Visitor	8	18		12	17			21		
	Barnes&Noble Site	Symetra Reserved	8	8		8	7			11		
		Delivery	2	3		2	1			3		
		Valet	108	132		95	108			111		
		Motorcycle	1	2		1	2			-		
		TOTAL	543	568	**556**	505	518	**512**	**556**	**568**	**98%**	**12**
City Center	500 108TH AVE NE	General	513	451		496	437			647		
		Visitor	25	25		21	23			59		
		Retail	2	2		3	3			3		
		Bank	0	0		1	0			4		
		Delivery	1	0		0	0			3		
		TOTAL	541	478	**510**	521	463	**492**	**510**	**716**	**71%**	**206**
One Bellevue Center	411 108TH AVE NE	General	266	351		292	335			329		
		Visitor	8	7		7	6			9		
		Bank	2	2		2	1			2		
		Monthly	95	-		86	-			110		
		Motorcycle	2	0		1	0			-		
		TOTAL	373	360	**367**	388	342	**365**	**367**	**450**	**82%**	**83**
All Sites		General	1,915	1,864	**1,890**	1,891	1,777	**1,834**		2,417		**2,417**
		Visitor/Delivery	56	65	**61**	56	62	**59**		114		**114**
		Retail/Bank	14	8	**11**	15	10	**13**		19		**19**
		TOTAL	1,985	1,937	**1,961**	1,962	1,849	**1,906**	**1,970**	**2,550**	**77%**	**580**

Notes:
1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/30/18 and Thursday 11/1/18

ATTACHMENT B

Parking Supply and Demand Rate Calculations

Office Parking Supply Rates

3/8/2019

		A	B	C = A X B	D	E = D/C X 1,000
		Office Building Area				
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Parking Supply (stalls) [3]**	**Parking Supply Ratio (stalls per 1,000 Net SF)**
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	816	2.12
Symetra[4]	777 108TH AVE NE	438,829	82.5%	362,034	568	1.57
City Center	500 108TH AVE NE	471,517	82.5%	389,002	716	1.84
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	450	1.51
					Average =	**1.76**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking supply as counted and confirmed by TENW
4. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

Office Parking Demand Rates

3/8/2019

		A	B	C = A X B	D	E	F = D/(C X E) X 1,000
		Office Building Area					
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Observed Peak Parking Demand (vehicles) [3]**	**Vacancy Factor[4]**	**Parking Demand Ratio[5] (vehicles per 1,000 Net SF)**
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	537	96%	1.45
Symetra[6]	777 108TH AVE NE	438,829	82.5%	362,034	556	89%	1.73
City Center	500 108TH AVE NE	471,517	82.5%	389,002	510	96%	1.37
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	367	97%	1.27
						Average =	**1.46**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking demand is the peak 2-day average of counts conducted at 10:00 AM and 2:00 PM in October/November 2018.
4. Vacancy factor based on vacant office spaces as advertised on Broker websites
5. Parking demand ratio assumes 100% occupancy
6. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

ATTACHMENT C

Office Parking Demand vs. Mode Split Calculations

PARKING RATIO BASED ON CURRENT CTR MODE SPLIT (50% SOV = 1.89 STALLS/1,000 NSF)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey
Drive alone (non-motorcycle)	**50.4%**
Bus	23.8%
Carpool	7.4%
Teleworked	7.9%
Walk	4.3%
Vanpool	2.4%
Bicycle	1.1%
Motorcycle (1 person)	0.5%
Train/light rail/streetcar	0.5%
Compressed work week day off	0.2%
Ferry as a walk-on passenger	0.2%
Ferry with a vehicle	0.1%
Motorcycle (2 or more people)	0.0%
Other	1.1%
TOTAL	99.9%

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	50.4	1	50.4
Carpool	7.4	2	3.7
Motorcycle (1 person)	0.5	1	0.5
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.4	3	0.8
Non-Vehicle and Transit	39.2	-	0.0
	100.0		55.5

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	55.5	1.56
GFA to Net SF Factor[3]			82.5%
Bellevue CBD Average CTR Rate per 1,000 Net SF[4]			**1.89**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

108TH PARKING STUDY SITES ESTIMATED SOV RATE (1.46 STALLS/1,000 NSF = 36% SOV)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate based on 1.46
Drive alone (non-motorcycle)	**50.4%**	**36.4%**
Bus	23.8%	30.5%
Carpool	7.4%	9.5%
Teleworked	7.9%	10.1%
Walk	4.3%	5.5%
Vanpool	2.4%	3.1%
Bicycle	1.1%	1.4%
Motorcycle (1 person)	0.5%	0.6%
Train/light rail/streetcar	0.5%	0.6%
Compressed work week day off	0.2%	0.3%
Ferry as a walk-on passenger	0.2%	0.3%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other	1.1%	1.4%
TOTAL	99.9%	99.9%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	36.4	1	36.4
Carpool	9.5	2	4.7
Motorcycle (1 person)	0.6	1	0.6
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	3.1	3	1.0
Non-Vehicle and Transit	50.3	-	0.0
	100.0		42.9

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	42.9	1.21
GFA to Net SF Factor[3]			82.5%
108th Study Site Average Rate per 1,000 Net SF[4]			**1.46**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

FOUR 106 TARGET PARKING RATIO SOV RATE (44% SOV = 1.68 STALLS/1,000 NSF)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate to Achieve Target of 1.68
Drive alone (non-motorcycle)	**50.4%**	**43.8%**
Bus	23.8%	27.0%
Carpool	7.4%	8.4%
Teleworked	7.9%	9.0%
Walk	4.3%	4.9%
Vanpool	2.4%	2.7%
Bicycle	1.1%	1.3%
Motorcycle (1 person)	0.5%	0.6%
Train/light rail/streetcar	0.5%	0.6%
Compressed work week day off	0.2%	0.2%
Ferry as a walk-on passenger	0.2%	0.2%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other	1.1%	1.3%
TOTAL	99.9%	99.9%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	43.8	1	43.8
Carpool	8.4	2	4.2
Motorcycle (1 person)	0.6	1	0.6
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.7	3	0.9
Non-Vehicle and Transit	44.4	-	0.0
	100.0		49.6

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	49.6	1.39
GFA to Net SF Factor[3]			82.5%
Four 106 Target Parking Rate per 1,000 Net SF[4]			**1.68**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

ATTACHMENT D

Bellevue TMP Implementation Guidelines

City of Bellevue

Transportation Management Program Implementation Guidelines

Supporting Bellevue City Code section 14.60.070

Revised July 1, 2020

City of Bellevue

Transportation Management Program Implementation Guidelines

Revised July 1, 2020

Supporting Bellevue City Code section 14.60.070

I. Purpose of these Guidelines

These *Transportation Management Program Implementation Guidelines* supplement the direction provided by city code for Transportation Management Programs (TMPs). The *TMP Implementation Guidelines* provide City of Bellevue ("city") staff, project developers, owners/managers of affected buildings, and other interested parties with information and resources to inform the development, implementation and monitoring of TMPs at buildings in Bellevue that have, as a condition of their development, a requirement to reduce ongoing travel demand. These *TMP Implementation Guidelines* may also be a resource for similar conditions that apply at certain buildings where, as a condition of development, there is a requirement to limit off-site impacts of parking demand generated by activities in the building.

II. Basis and Purpose of TMP Requirements

The Washington State Environmental Policy Act (SEPA, RCW 43.21C) sets a framework in which large development projects must be evaluated to identify impacts; where impacts are identified, mitigation measures must be considered. In transportation terms, large development projects typically involve impacts to peak period transportation system performance; sometimes there are also spillover parking impacts. Bellevue City Code section 14.60.070 provides a framework for mitigating such impacts though measures to reduce transportation demand associated with large development projects. These code provisions typically apply only to new development projects but may also apply to projects involving a substantial remodel (which, by city code definition includes an expansion of 20% or more in floor area, per Bellevue Land Use Code (LUC) Section 20.50.044). Establishing these mitigation measures in city code as TMP requirements makes the development review process more streamlined, creates more predictability for developers, and facilitates consistency in requirements for buildings (similar buildings have similar requirements). Because the impacts are ongoing, the TMP requirements continue for the life of the building.

III. Process and Responsibilities for TMP Development

A. Overview of steps for establishing a TMP

In conjunction with the review of a permit application for a proposed development project, the city will determine whether a proposed project requires establishment of a

Transportation Management Program (TMP). The TMP requirement, if applicable, will typically be noted during the pre-application meeting and will be listed as a condition of building permit approval specified in the Land Use staff report.

For projects that are determined to require a TMP, there are two parts to the process of establishing a TMP.

Step 1. Agreement to develop and implement a TMP.
Proponent must complete a Transportation Management Program Agreement stating that s/he will establish a Transportation Management Program, consistent with requirements of Bellevue City Code section 14.60.070. The city will provide a template for this agreement. The template must be completed, signed and notarized by the project proponent, approved by the city and recorded by the proponent at the King County Recorder's Office. This step must be completed prior to issuance by the city of a Building Permit.

Step 2: Development of TMP Implementation Agreement.
Proponent must submit a plan detailing the implementation measures to be undertaken at the building. Implementation measures may include installation and maintenance of certain features or facilities at the building as well as periodic or ongoing program activities to support and encourage reduction of drive-alone commuting by persons working in the building. The implementation measures must address the base requirements (specifically identified in BCC 14.60.070.E) as well as any additional activities necessary to comply with requirements. Section IV, subsection A below (TMP Program Elements table) identifies the requirements and available options to address them; Section IV, subsection B (TMP program elements description) provides further detail regarding the required activities and available options for compliance.

For buildings with a performance goal (typically, these are Office uses) the TMP Implementation Agreement must include sufficient elements to support progress toward meeting the performance goal. The city will evaluate the proposed TMP Implementation Agreement for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings. Modification of a proposed TMP Implementation Agreement may be required for approval. Once occupied, buildings that fail to make progress toward their performance goal will be required to modify their TMP Implementation Agreement so as to provide more support and encouragement to use of non-drive-alone commute modes by workers in the building.

The city will provide a template for the TMP Implementation Agreement. The template must be completed and signed by the project proponent and approved by the city. This step must be completed prior to issuance by the city of any Certificate of Occupancy (prior to the first Temporary Certificate of Occupancy, if project involves multiple phases).

B. Determination of TMP Performance Goal (generally applies to Office uses only)
Supports city code section 14.60.070 (I). See also Attachment 1, TMP Site Goals by Zone.

For a building with a performance goal, the goal may be set at a level according to either of the following references:

a. at a level corresponding to the goal for drive-alone commute mode share specified in the Bellevue Comprehensive Plan for the zone in which the building is located, *or*

b. at a level corresponding to the areawide average of drive-alone commute trips to employers affected by Commute Trip Reduction program requirements for the zone in which the building is located.

Attachment 1 shows the zones and the associated target values for drive-alone commute mode share.

A more stringent goal may be required at a building seeking approval to supply parking at a level below the minimum specified in city code.

Once established, the performance goal remains in effect for the life of the building.

IV. TMP Composition

A. TMP Program Elements: Requirements, including options
Supports Code Section 14.60.070 (E).
See table on next page for Program Elements; see subsection B below for descriptions of Program Elements.

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	No requirements	Less than 50,000 gsf	Less than 150,000 gsf	Less than 50,000 gsf	Less than 80,000 gsf	Less than 150,000 gsf	Less than 200 units	(5)
	Required Baseline Elements							
1	Post information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
2	Distribute information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(5)
3	Provide building transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(5)
4	Leases in which tenants are required to participate in periodic surveys	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
5	Identify parking cost as a separate line item in tenant leases	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
7	Submit periodic report describing implementation of TMP provisions	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
	Additional Elements Required (Choose from list below; Tier 1 = higher-impact; Tier 2 = lower-impact)	**# of activities required: Tier 1: 1 Tier 2: 2** Note: this is the minimum. Buildings not progressing toward performance goal may need to add activities, beyond the minimum; buildings meeting goal may reduce activities to minimum or below.	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 0 Tier 2: 1**	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	Tier 1 Element Options (higher-impact)							
8	Provide financial incentive							
9	Provide shuttle van/bus service							
10	Provide flexible parking options							
11	Daily Only Parking							
	Tier 2 Element Options (lower-impact**)**							
12	Provide guaranteed ride home							
13	Provide preferential HOV parking							
14	Conduct annual transportation options event							
15	Provide secure, covered bicycle parking							

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
16	Provide shower facilities							
17	Provide off-street passenger loading area							
18	Provide parking on-site for carshare vehicles							
19	Annual TMP services contract with Transportation Management Association							

"gsf" is gross square feet, as defined in LUC 20.50.020 (F)

Footnotes to Transportation Program Requirements Table:

(1) Specific actions that the owner of the property must take to mitigate traffic and/or parking impacts.

(2) Excluding medical clinics and other health care services.

(3) Excluding assisted living facilities and nursing homes.

(4) Other than mixed retail.

(5) Requirements for mixed uses will be determined on a project basis as described in BCC 14.60.070.G.

B. TMP Program Elements Descriptions

The descriptions below provide additional information regarding each of the activities listed in the chart above.

- Elements 1-7 are required at some or all TMP sites
- Elements 8-11 are activities considered "higher-impact" for trip reduction. Some TMP sites are required to pursue one of these activities.

Note: To be considered "higher-impact" for trip reduction, an activity must meet a 2-part test:

i. Does it save the commuter time and/or money?
ii. Does it plausibly offer the potential to affect 5% or more of commute trips (determined by observing effect at existing buildings in similar settings)

- Elements 12-19 are activities considered "lower-impact" for trip reduction. Most TMP sites are required to pursue two of these activities.

1. **Post Information**.

Implementation guidance: Post up-to-date commute options information in a visible central location. Following are two acceptable approaches:

- A commuter information center board, with posted information and printed material available for users to take. This is the traditional approach to posting information; currently, availability of printed materials from transit providers and public agencies is limited.
- An electronic display and/or kiosk; preferably this will include display of real-time transit and travel options information (e.g., TransitScreen).

With either option, the Commute Program Summary for the building should be made available either as a hard copy or an electronic display (see "Distribute Information" element below for detail regarding the Commute Program Summary).

- Commuter information centers, kiosks and building fliers should include contact information for the Building Transportation Coordinator (not required at residential sites).

The following are acceptable approaches at residential sites and may be useful at other TMP sites when used in conjunction with other approaches, identified above:

- Provision of relevant printed materials at the Project concierge desk or leasing office,
- Posting a sign in each building lobby directing residents to the concierge desk or leasing office for printed materials and/or identifying one or more websites with relevant information regarding transportation options.

Applicability: Required element for all TMP sites.

2. **Distribute Information**.

Implementation guidance: Distribute up-to-date commuter information tailored to the TMP site. This involves two elements:

1. Building must compile and produce a "Commute Program Summary" that includes relevant information for persons commuting to the site. This Commute Program Summary is typically a flier or brochure, which describes commute options, relevant building services and supporting activities offered by the building management and includes contact information for the building transportation coordinator.
2. Commute Program Summary must be distributed to all tenants and all employees at least once each year and to new tenants and new employees as they move in. A building internet or intranet page describing these elements may be distributed in lieu of a paper document.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals.

3. Provide a Building Transportation Coordinator.

Implementation guidance: The building transportation coordinator shall act as liaison to the city and shall perform tasks specified in the TMP agreement for the building, as they are described in the TMP agreement document and as they may be further described in the *TMP Implementation Guidelines*. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city. The building transportation coordinator should be available to provide commute options information and assistance to workers in the building.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals, Retail/Mixed Retail/Shopping Centers.

4. Leases in which tenants are required to participate in periodic surveys.

Implementation guidance. Tenant leases must include language requiring tenant cooperation in surveying their employees in conjunction with periodic building-wide commute surveys (for building performance measurement). Recommend that leases include provision that each tenant have a designated Transportation Coordinator to facilitate the survey process. Attachment 2 provides sample lease language.

Applicability: Required at Office uses.

5. **Identify parking as a separate line item in tenant leases.**

   Implementation Guidance: Cost of parking must not be bundled with floor space rent. For buildings in Downtown, the minimum monthly rate per stall must be not less than the cost of a countywide transit pass ($117.00, as of July 2020). For buildings located outside Downtown, the per-stall rate must be not less than 50% of the cost in Downtown. (The Downtown zone is indicated in Attachment 1.) This requirement does not apply to tandem stalls, designated and marked electric vehicle stalls nor to designated and marked carpool stalls, provided the property owner has in place a means to regularly monitor and effectively enforce appropriate use of such stalls.

   This requirement does not dictate the terms on which property owners and tenants may choose to offer parking to the end user.

   Applicability: Required at Office uses.

6. **Conduct periodic surveys of workers in building, to determine TMP effectiveness.**

   Implementation guidance: Surveys are typically conducted every second year. The survey process is described in section V, subsection B, below.

   Applicability: Required at buildings with performance goal (typically, these are Office uses).

7. **Submit periodic report detailing compliance with TMP requirements**.

   Implementation guidance: Implementation reports are typically required every second year. The reporting process is described in section V, subsection A, below.

   Applicability: Required at all TMP sites.

8. **Provide financial incentive.**

   Implementation guidance: Provide a financial incentive to employees on site who customarily commute by transit, carpool or vanpool. The monthly level of incentive for each employee must be at least 25% of the cost of a one-month, countywide transit pass (pass cost is $117/month, as of July 2020). Incentives must be in the following forms:

   Option 1:

   - Monthly transit pass subsidy or credit to ORCA card, *and*

- Vanpool fare subsidy. In locations where an end-user parking charge prevails, a discount in the parking fee for the vanpool vehicle is an acceptable alternative.

In locations where an end-user parking charge prevails, the following additional element must be included:

- Discount in monthly parking charge for carpools

The minimum parking charge discount for vanpools and carpools must be calculated as a multiple of the vehicle occupancy, using default values of 5 persons per vanpool and 2 persons per carpool or alternative values as may be documented for a particular building.

Option 2, applicable only in locations where an end-user parking charge prevails:
Provide a minimum of two free park days each month to all employees who customarily commute by transit, carpool or vanpool. Preferably, users of these free park days will be allowed in/out privileges during the workday.

Option 3:
Any combination of the above elements that provides a financial incentive equivalent to 25% (or more) of the cost of a monthly countywide transit pass to all employees on site who customarily commute by transit, carpool or vanpool.

Discussion: Provision of two free park days each month accommodates the occasional need to drive alone to work. By not incurring a charge when parking occasionally, commuters are less likely to make the leap to purchasing a monthly pass (and thus become regular SOV commuters). The financial incentive elements may be provided to the end user (employee commuter) by the building manager or by the tenant (i.e., employer).

Applicability: Optional at all TMP sites. (Credited as a Tier 1, “higher-impact” activity.)

9. Provide shuttle van/bus service.

Implementation guidance: Offer custom van or bus service to the worksite. The service may be from the home origin area of employees or from a nearby transit hub. If this is a “last-mile” service connecting the TMP building to a transit hub, service must be provided free of charge to the end user. In the case of “last-mile” service, frequency must be at least every 30 minutes during the AM and the PM peak commute periods. Service provided at lesser frequency will considered a “Tier 2” level activity.

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

10. **Provide flexible parking options—high impact** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide flexibility in parking access to commuters who do not purchase (or otherwise secure) a monthly parking pass. Offer *at least two* of the following features:

    - Daily parking with in/out privileges
    - Daily parking at cost not to exceed 1/15th of monthly pass cost
    - One or more free park days each month to those who customarily commute by non-SOV mode.
    - Reduced-rate, flex-use parking pass, providing fewer days than monthly parking pass.
    - Free or minimal cost weekend garage access for tenants without monthly pass.
    - Provide parking access on daily basis only (no monthly parking) for up to 70% of people working in the building; see item 11 below for applicable details.

    Discussion: The intent of this activity is to add no-cost or low-cost options for commuters with only an occasional need to drive. In locations where an end-user parking charge prevails, a commuter must choose whether to purchase (or otherwise secure) a monthly parking pass. Those without a monthly parking pass typically face barriers of cost (high daily rate, no in-out privileges) and, sometimes, of access (garage closed to non-cardholders on weekends). By adding flexibility to address the occasional need for parking access, commuters are better able to make non-drive-alone options pencil out as their usual daily commute choice.

    Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails. In locations where parking is generally available at no charge to the end user, no TMP program credit is provided; the baseline condition—free parking for all—accommodates the range of parking access needs and no price signal for the end user pertains.)

11. **Paid employee parking accessible on a daily basis only** (applies to locations where end-user parking charge prevails)

Implementation guidance: Provide parking access on a daily and hourly basis only (no monthly parking passes). Daily charge shall not exceed the greater of,

- 8% of the cost of a monthly, countywide transit pass, or
- 8% of the prevailing market rate for a monthly parking pass.

Parkers should be allowed in/out privileges during the day. Total cost per month may be capped, provided the cap is at a level not less than the cost of a monthly, countywide transit pass ($117, as of July 2020); for example, if after paying for 13 days parking in a month, a user reaches the monthly cap charge, additional days parking that month may be "free."

Discussion: Daily parking charges send a price signal each day to the end user (commuter) and encourage use of alternative travel modes on days when a vehicle may not be needed. Facilities/workplaces that have used this framework for parking access have experienced reduced demand (vehicle trips).

Applicability: Optional at all TMP sites. Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails AND the parking framework described in this element applies to at least 70% of people working in the building. At locations where parking is generally available at no charge to the end user, no TMP program credit is provided.

12. Provide Guaranteed Ride Home.

Implementation guidance: Provide a free ride home (e.g., via taxi, Uber, Lyft) to employees at the building who miss a carpool or transit ride owing to sickness, an unexpected requirement to work late or to leave early owing to a home emergency. Users must be eligible for at least 4 rides per year.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

13. Provide preferential parking.

Implementation guidance: Provide specially marked parking stalls in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate.

- In garage parking, characteristics of a preferential location include a parking deck level near the access and proximity to a building elevator.
- For surface parking, characteristics of a preferential location include proximity to the building entrance and covered parking when possible.

- The number of designated stalls must be scaled to meet the demand.
- Approved users of such stalls should be provided with permit tags, showing their eligibility.
- Spaces must be monitored regularly (at least 3x/week) to ensure correct usage.

Designation of preferred parking offers visible encouragement of HOV commuting, adds convenience for users and provides a visible, consistent location for users to meet their carpool/vanpool.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

14. Conduct annual transportation options event.

Implementation guidance: Promote and conduct a transportation options event at least once per year directed toward employees working in the building. The event should highlight the most relevant transportation options and/or any new programs or features as well as provide information about building commute program options and services. The event must be promoted to employees and held in a visible, common area of the building. The most effective events offer rewards (e.g., giveaway items, prize drawings) and/or food to encourage attendance and engagement.

Applicability: Optional at all TMP sites. (Credited as a Tier 2. "lower-impact" activity.)

15. Provide secure, covered bicycle parking.

Implementation guidance: Bicycle parking must meet all of the following conditions,

- provide protection from weather,
- be accessible to employees coming and going at all hours,
- be sufficiently secure to accommodate bicycles parked overnight,
- supply adequate to meet demand,
- be available free of charge to employees.

Wayfinding to bike parking should be provided from the garage entrance or other logical building access point.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

16. Provide shower facilities.

Implementation guidance: Provide shower facilities for use by workers on site who arrive by bicycle or walking. Shower facilities must be available at no charge to the employee. Additional features may include provision of towel service and/or gear/clothing storage lockers.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

17. Provide off-street passenger loading area.

Implementation guidance: Provide a loading area suitable for carpool/vanpool pickup/dropoff as well as for loading of taxi/transportation network company (on-demand ride-hailing) passengers. Loading area may also be useful for passengers accessing autonomous vehicles. Loading area may be on a building site or on street (public or private) immediately adjacent, provided it offers convenient access to a building entrance. Use of the loading area must be time limited (typically 15 minutes maximum) and monitored as needed to ensure proper use and turnover.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

18. Provide parking on-site for carshare vehicles.

Implementation guidance: Provide one or more designated parking stalls for carshare vehicles. Carshare vehicles are available for rent by the hour or the minute and must be accessible for use by workers in the building who choose to establish individual memberships with the service provider (workers may be responsible for their own membership and vehicle usage fees). Allow for public access to carshare vehicles, where possible.

Discussion: Zipcar is a carshare service currently operating in Bellevue. Two other services, Car2go and ReachNow operate in the region, but are not currently operating in Bellevue. The carshare service model is distinct from on-demand ride-hailing services, such at taxis, Uber and Lyft (which do not align with the purpose of this program element).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

19. Annual TMP services contract with TMA.

Implementation guidance: Engage with a Transportation Management Association (TMA) to provide a suite of services in support of compliance with TMP requirements.

Discussion: By engaging a TMA, buildings are able to tap into available expertise and supporting program elements for trip reduction as well as support the maintenance of trip reduction services capacity at the areawide or community level. For purposes of these Guidelines, a Transportation Management Association or "TMA" is a non-profit, member-controlled organization that provides transportation services in a particular area. It may be a public-private partnership, consisting primarily of area businesses with local government support. A TMA provides an institutional framework for supporting and/or providing transportation demand management programs and services. TransManage, a service of the Bellevue Downtown Association, is the only TMA currently active in Bellevue (services are offered citywide).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

20. Alternate program.

Required Baseline Elements, identified as Program Elements 1-7 in the Transportation Management Program Requirements table in Section IV, subsection A may not be removed. For other activities, a property owner may employ alternative or additional TMP program elements if the property owner and the city agree on the element's relevance and potential effectiveness. Property owners should submit a description of the proposed alternative TMP element to the City's TMP administrator, along with supporting information detailing why the proposed element is appropriate for the building and the reasons why it is expected to be effective in reducing trips. The City TMP administrator will evaluate the proposed alternative element and determine if is suitable as a substitute for an existing approved element in the building TMP Implementation Agreement or may receive credit as an additional element. Criteria for this evaluation will include those described in Section V, subsection C below. If approved by the city, the program element may be assigned to either the Tier 1 (higher-impact) or Tier 2 (lower-impact) category, using the 2-part test described above in the introduction to this subsection "B". The building TMP Implementation Agreement—described in Section III, subsection A of these TMP Implementation Guidelines—must be amended to reflect changes associated with the added or revised program elements.

Discussion: Each building has unique characteristics, and it may be that appropriate or effective TMP strategies are not included in this list. Property owners are encouraged to propose alternate program elements that they believe would be more relevant and/or effective than the options listed here.

Applicability: Optional at all TMP sites. (May be credited as a Tier 1, "higher-impact" or Tier 2, "lower-impact" activity.)

V. Monitoring and Evaluation of TMP Implementation

A. Periodic reporting on implementation activities

Managers of TMP buildings shall complete a TMP Implementation Report every second year, describing measures taken to comply with the TMP Implementation agreement for their building, The City will provide a reporting form. Currently, TMP Implementation Reports are solicited in the fall of every odd-numbered year. The city will evaluate the TMP Implementation Reports and determine if the implementation measures meet the requirements for the building. Managers of buildings at which implementation falls short may be contacted and provided information or direction on how their program activities may be brought into compliance. (See also subsection "C" below.)

Buildings that are not fully compliant with their implementation requirements or which are falling short of their performance goal may be required to submit TMP Implementation Reports more frequently.

B. Periodic surveying at sites with a TMP performance goal

In addition to completing and submitting a periodic TMP Implementation Report, managers of TMP buildings with a performance goal (generally, these are Office uses) shall undertake a commute survey every second year to determine performance. The city will provide a survey format and will process surveys. The survey shall be conducted in such a way as to target an overall response rate of not less than 70% of the employee population in the building and shall be representative of the overall employee population. A minimum response rate of 50% of the overall building population is expected; buildings that fall short of the 50% response rate may be required to redo their survey. Currently, surveys are conducted in the fall of every even-numbered year.

Drive-alone rate performance will be evaluated according to the following formula:

(NDA/NT)(100) = percent drive-alone mode use, where:

NDA = number of employees who commute to work by drive-alone mode

NT = total number of employees.

For purposes of this subsection, the term “employees” includes all on-site workers subject to the surveying requirements.

Where the performance requirement for a building is associated with Office use, only workers in the office component of the building should participate in the survey. Any employees in ancillary businesses, such as food service, sundry retail or child care should not be included in the survey.

For each new building affected by a TMP performance goal, an initial baseline survey is conducted. The baseline survey should take place once the building reaches 90% occupancy. The city and the building manager will consult to determine whether this baseline survey is conducted in conjunction with the regular, biennial survey process (the preferred option) or conducted at a separate time (if circumstances warrant and there is available means to conduct a survey outside of the usual cycle).

Any building tenants currently participating in the Commute Trip Reduction (CTR) program (BCC 14.40) and that have conducted or are scheduled conduct a workplace commute survey in conjunction with the CTR program should not participate in the building commute survey. The city will obtain the relevant CTR program survey results and determine overall building performance based on the combination of the building survey and the CTR tenant survey(s).

Any building in which CTR program surveys capture 90% or more of the building population need not conduct a separate survey of the remaining building population; building performance may be evaluated based on the available CTR survey results.

If a building meets or exceeds its performance goal for three consecutive survey cycles, the survey requirement may be waived for subsequent survey cycles, until the tenant composition changes.

C. <u>Performance evaluation & adjustments to implementation activities</u>
The city will evaluate the biennial TMP Implementation Reports to determine the level of compliance with activities identified in the corresponding TMP Implementation Agreement for each building. Buildings that fail to fully implement activities identified in their TMP Implementation Agreement may be sent notice by the city. A substantive response is expected within 30 days from the building manager, detailing proposed actions to more fully address the provisions of the building TMP Implementation Agreement.

Buildings with a performance goal are expected to make ongoing progress toward their goal. When a measurement shows a decline in performance, the city will send notice to the building manager, with a recommendation to consider ways to more effectively implement their existing TMP activities or enhance their TMP program elements. Buildings where a performance decline continues for a second measurement will be contacted by the city, with a request to provide information within 30 days regarding any change to circumstances that might account for the performance decline (e.g., change in tenant mix, change in parking cost or availability, reduction in transit service, etc.). The city will evaluate the building manager response, considering also overall conditions and performance at other TMP buildings.

If the city determines that adjustments to TMP activities must be made, it may begin the revision process described in BCC 14.60.070.L.1 and send notice directing the property owner to revise its TMP Implementation Agreement within 90 days. Managers of buildings where adjustments are required must respond by clearly stating the revisions to implementation activities the manager proposes to undertake to enhance TMP effectiveness. The city will evaluate the proposed revisions for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as,

- the number of employees that would be affected by proposed elements
- the effectiveness of the proposed elements when applied elsewhere in similar settings
- the alternative activities that may be available to the building.

The city will provide notice of acceptance or rejection of the proposed changes to the TMP implementation program within 30 days. If necessary, the city may require the property owner to attend a conference with program review staff for the purpose of reaching a consensus on required TMP implementation activities. A final decision regarding the required TMP implementation activities will be issued in writing by the city within 30 days of the conference. A revised TMP Implementation Agreement refecting the changes to program activities must be signed by the property owner and the city.

VI. Enforcement of Transportation Management Program Conditions

A. <u>Good faith effort.</u>

1. Property owners implementing TMPs are expected to undertake good faith efforts to achieve the goals outlined in this section. Property owners are considered to be making a “Good Faith Effort” if the following conditions have been met:

- The property owner has completed an initial baseline measurement survey according to the specifications in the TMP Implementation Guidelines, if required;
- The property owner has met the minimum program and reporting requirements identified in city code and the TMP Implementation Guidelines, including accurate survey results (where applicable);
- The property owner has provided adequate information and documentation of implementation when requested by the city; and
- The property owner is working collaboratively with the city to continue its existing program or is developing and implementing program modifications according to the process described in 14.60.070 (L) and the TMP Implementation Guidelines.

2. An affected property owner with an approved transportation management program who has made a Good Faith Effort shall not be liable for civil penalties for failure to reach the applicable proportion of drive alone trip goal.

B. Violations and enforcement

Failure to comply with any provision of Chapter 14.60 BCC constitutes a civil violation as provided for in Chapter 1.18 BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter 1.18 BCC if compliance is not achieved through this code. BCC 14.60.022.

VII. Modification of TMP Agreements

A. Revisions to TMP agreements developed under current code

Owners of TMP-affected buildings may propose revisions to their TMP Implementation Agreement at any time. City staff will review the proposed change and provide notice of acceptance or rejection of the proposed change within 30 days. Considerations in evaluating proposed changes may include the following:

- the alignment of the proposed changes with the corresponding requirements for the building identified BCC 14.60.070 and in the TMP Program Requirements table (Section IV, above)
- the extent to which other buildings with similar conditions have succeeded in implementing the proposed activity or activities
- the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings

- likelihood of the proposed program to support progress toward the performance goal (if applicable).

If any change is approved, a revised TMP Implementation Agreement refecting the change(s) to program activities must be signed by representatives of the property owner and the city.

B. Revisions to TMP agreements entered into under earlier City code frameworks or other conditions.

The formal process for revising a TMP depends on how the original TMP was established.

Buildings in which a TMP was required as a general condition of development, where no specific program elements or goal was identified in the Land Use Approval, may request a modification to an existing TMP agreement pursuant to LUC 20.30F.175. Any proposed revisions will be evaluated for consistency with the intent and anticipated performance of the original condition.

Some buildings have specific TMP program elements and/or goals included as a condition of their approval. The options and process for modifying TMP requirements at such buildings must be evaluated on a case by case basis.

For purposes of these Guidelines, Land Use Approval shall include, but not be limited to: Design Review, SEPA, Building Permit conditions and Land Use staff reports.

VIII. TMP Administrator

The city's TMP Administrator is the contact person identified on the TMP page of the city website. The current TMP Administrator is,

Michael Ingram, Senior Planner
Bellevue Transportation Department
P.O. Box 90012
Bellevue, WA 98009-9012
mingram@bellevuewa.gov
425-452-4166

IX. Guidelines Review and Update Schedule

These TMP Implementation Guidelines will be reviewed annually and updated on July1st of each year, when warranted.

Attachment 1: Transportation Management Program Zones and Performance Goals
Revised September 4, 2019 to incorporate 2017/2018 CTR survey results.

Note: The contents of this attachment supplement Section III.B Determination of Site Goal. Generally, goals apply only to Office uses.

There are currently two zones used for determination of the relevant goal for TMP sites. Zone limits are shown on the map on the next page.

Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **35% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average performance at worksites in Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **51% of commute trips occur by drive-alone mode**.
   Source: CTR program survey results for Downtown worksites per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

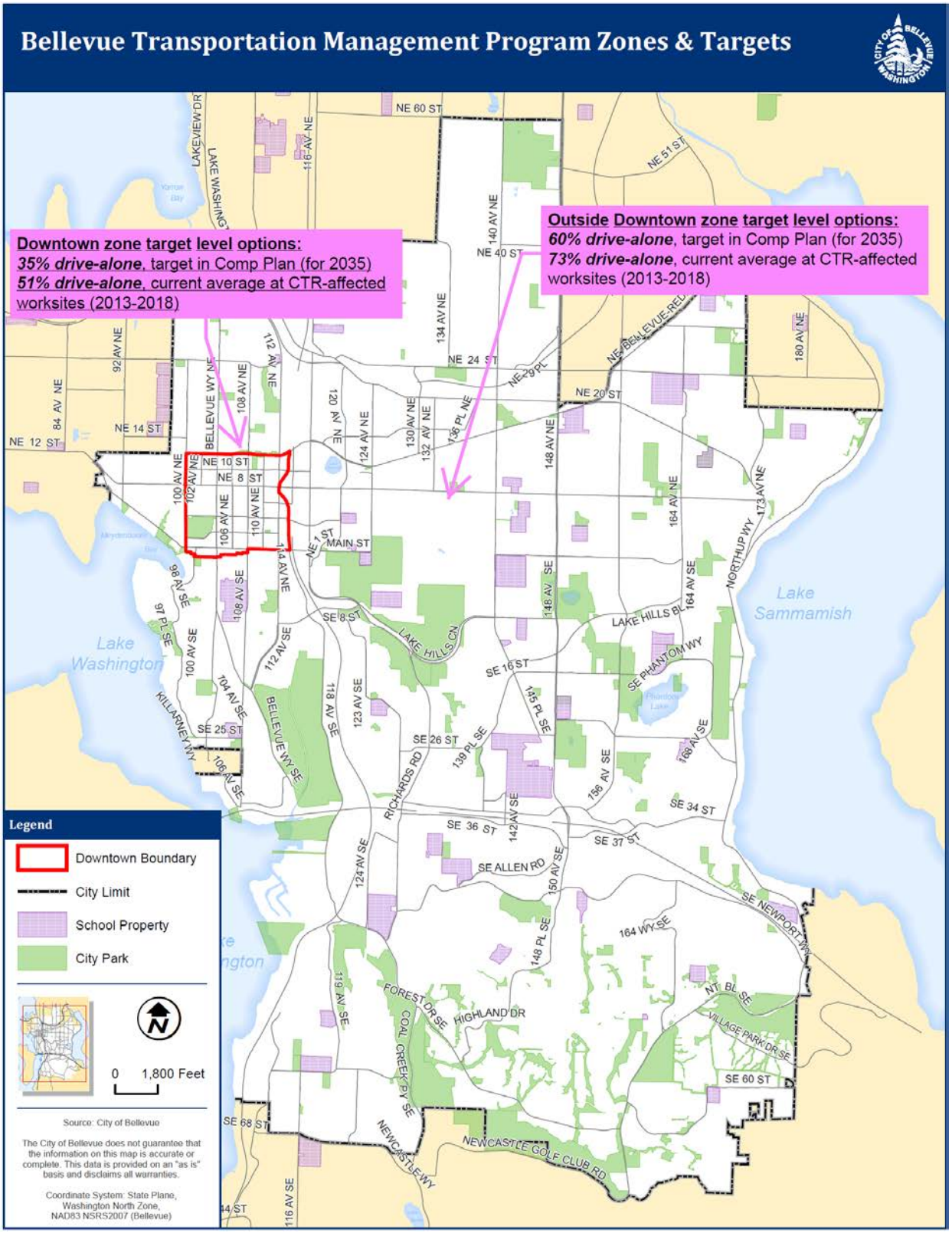
Outside Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **60% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average drive-alone rate at worksites outside Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **73% of commute trips occur by drive-alone mode**
   Source: CTR program survey results for worksites outside Downtown per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

Project proponents may select either of the values indicated above (corresponding to the zone in which the project is located) as the goal for their building or buildings. Typically, the higher drive-alone value is the logical, preferred choice. The value, once identified for a particular building, remains in effect for the life of the building (i.e., it does not change, even if there is subsequent change in the corresponding figure in the Comprehensive Plan or for CTR site performance).



Revised September 2019 to incorporate 2017/2018 CTR survey cycle results.

Attachment 2: Sample Lease Language

The following supports the survey participation requirement, described in Section IV, subsection B.4.

Periodic commute surveys of workers in office buildings are required as a means to evaluate building performance. Effective surveying of workers in the building requires cooperation and support from tenants of the office space. City code specifies that tenant leases shall include language requiring tenant cooperation in surveying their employees in conjunction with building-wide commute surveys (BCC 14.60.070.F.4). Following is language that may be adapted for use in such leases:

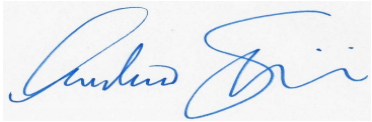
> Tenant acknowledges that Landlord is required to comply with the Transportation Management Program requirement imposed with respect to the building by the City of Bellevue, pursuant to Bellevue City Code (BCC) section 14.60.070. Tenant shall cooperate with the Landlord in conducting the required periodic commute mode survey, including designating an employee to serve as Landlord's contact for purposes of communicating, promoting and conducting the survey among Tenant's employees.

ATTACHMENT D

CERTIFICATE OF CONCURRENCY

Four 106

This certificate documents the Transportation Department Director's decision that the development project at 350 106th Avenue NE (File No. 19-130395 LP & 19-130426 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 430 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

May 27, 2021

Date

Certificate No.141

ATTACHMENT E

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Joe Taflin
Navix Engineering

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans[1] you submitted on 2/24/2021 for the property known as: 325-350 106th Ave NE, Bellevue WA and proposed development name of: FANA FOUR 106 we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions and the recommended height and service access is met, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.[2]

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

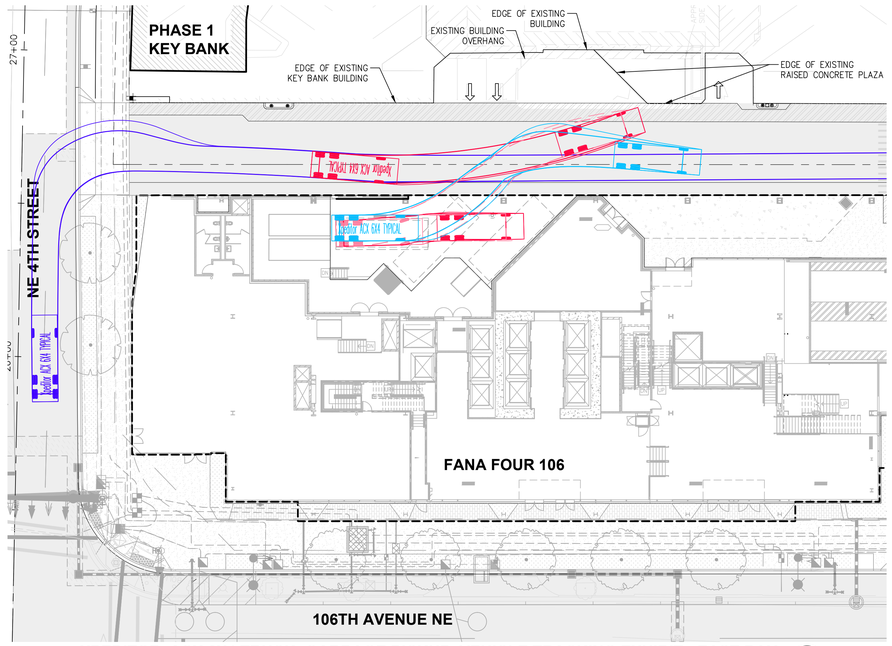
Thank you, if you have any questions please contact Republic Services.

Sincerely,

Bradley Cooper
Operations Supervisor
Bcooper2@republicservices.com

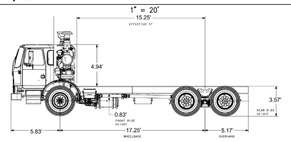
In partnership with the City of Bellevue
Development Services

[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.



XPEDITOR ACX 6X4 TRUCK; GARBAGE PICKUP VEHICLE TRACKING EXHIBIT - EAST BAY

1

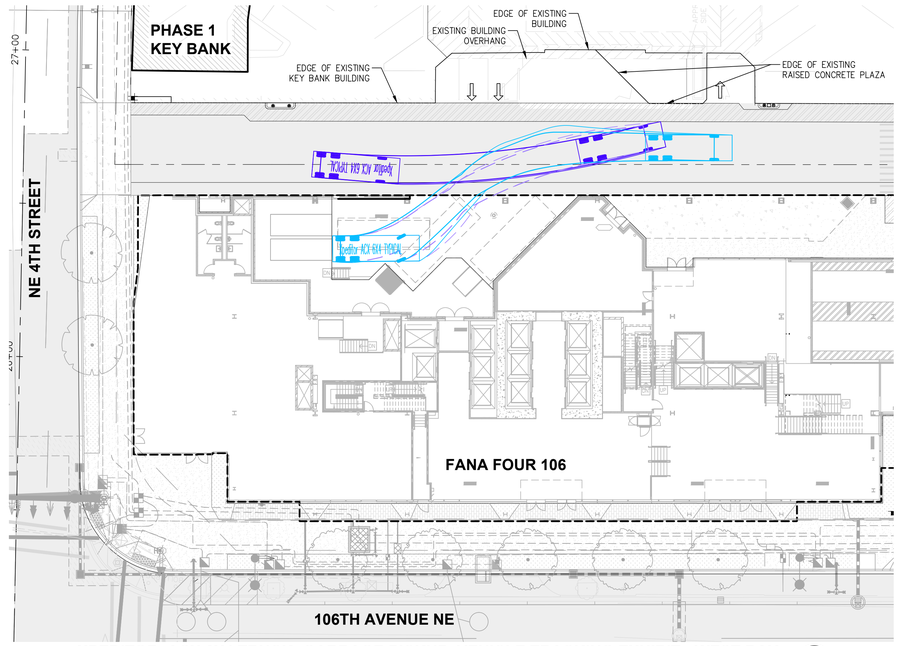


Xpeditor ACX 6X4 TYPICAL	
Overall Length	28.250ft
Overall Width	8.420ft
Overall Body Height	12.345ft
Min Body Ground Clearance	1.034ft
Track Width	8.420ft
Lock-to-lock time	6.00s
Max Wheel Angle	49.00°

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT

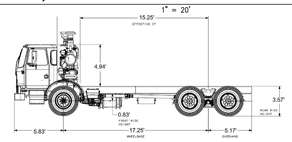
Xpeditor ACX 6X4 TYPICAL — REVERSE MOVEMENT

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT AFTER STAGING



XPEDITOR ACX 6X4 TRUCK; GARBAGE PICKUP VEHICLE TRACKING EXHIBIT - WEST BAY

2

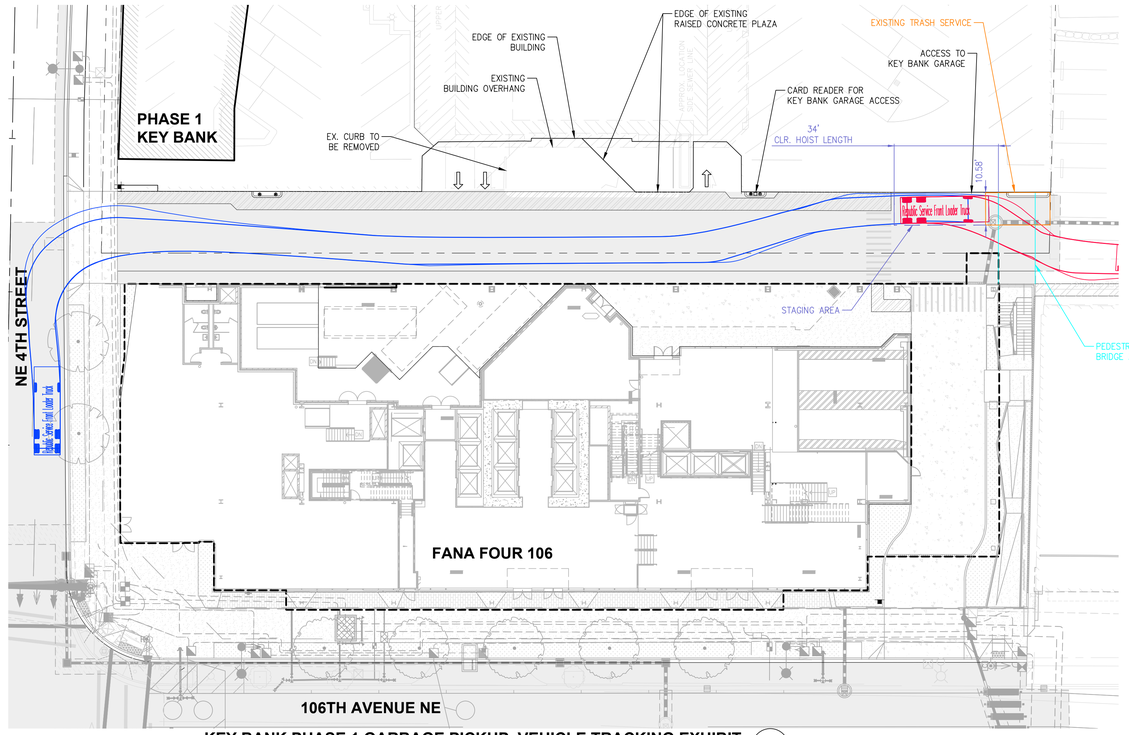


Xpeditor ACX 6X4 TYPICAL	
Overall Length	28.250ft
Overall Width	8.420ft
Overall Body Height	12.345ft
Min Body Ground Clearance	1.034ft
Track Width	8.420ft
Lock-to-lock time	6.00s
Max Wheel Angle	49.00°

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT

Xpeditor ACX 6X4 TYPICAL — REVERSE MOVEMENT

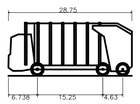
Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT AFTER STAGING



KEY BANK PHASE 1 GARBAGE PICKUP VEHICLE TRACKING EXHIBIT

3

1" = 20'



Republic Service Front Loader Truck	
Overall Length	28.750ft
Overall Width	8.500ft
Overall Body Height	12.500ft
Min Body Ground Clearance	1.048ft
Track Width	8.500ft
Lock-to-lock time	6.00s
Max Wheel Angle	49.00°

NOTE:
FRONTLOADER TO DRIVE BY CARD READER FOR ACCESS TO ROLLING TRASH BINS WITHIN KEY BANK PARKING PRIOR TO LOADING AT THE END OF PATH AS SHOWN. TRASH PICKUP IS RESTRICTED TO THE HOURS OF 3AM TO 6AM.

0 10 20 40

SCALE: 1 inch = 20 ft.

NAVIX
SITE | CIVIL
11235 s.e. 6th street | suite 150 bellevue, wa 98004
t: 425.453.9501 | f: 425-453-8208 www.navixeng.com

CLIENT/OWNER

FANA GROUP OF COMPANIES

PROJECT NAME

FOUR 106

NAVIX PROJECT NUMBER: 50-000-000

PROJECT ADDRESS

325-350 106TH AVE NE BELLEVUE, WA 98004

STAMP

REVISIONS

REV	ISSUED FOR:	DATE

811

SECTION, TOWNSHIP, RANGE:

SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M.

PROJECT TEAM

REVIEWED BY: J. TAFLIN
DESIGNED BY: T. LOUDON

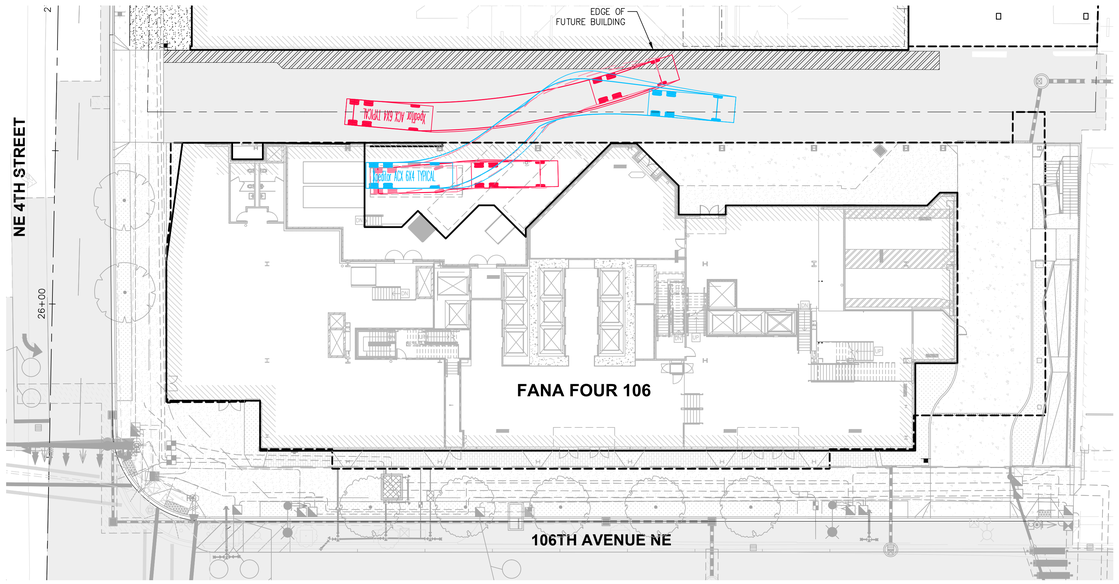
SHEET NAME

PH1 TRASH TURNING MOVEMENTS

SHEET NUMBER

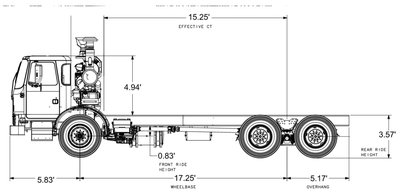
1

B:\Washington\Bellevue\Fana Group\FANA Four 106 Office\2Drawings\BEFA_C8.00V MDP-Key Bank Modifications.dwg Feb 10, 2021 - 11:37am



XPEDITOR ACX 6X4 TRUCK; GARBAGE PICKUP VEHICLE TRACKING EXHIBIT - EAST BAY 1

1" = 20'

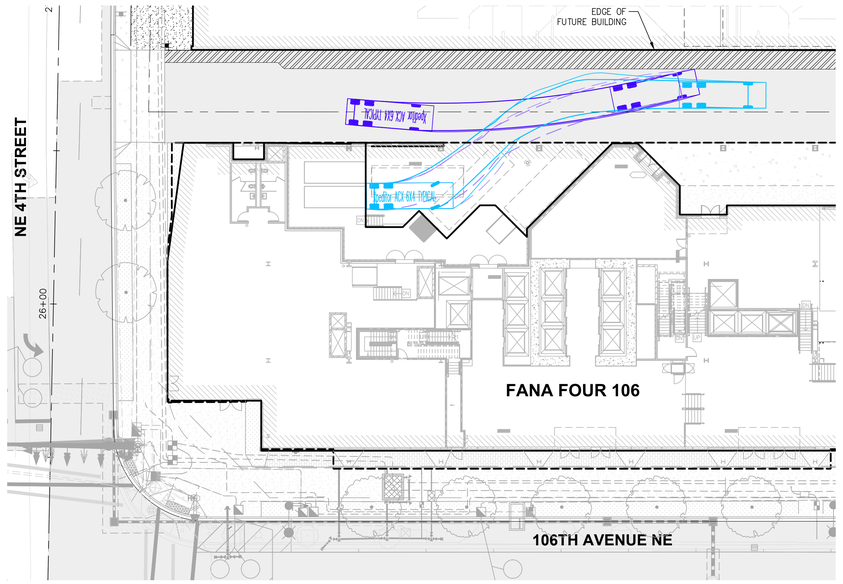


Xpeditor ACX 6X4 TYPICAL	
Overall Length	28.250ft
Overall Width	8.420ft
Overall Body Height	12.345ft
Min Body Ground Clearance	1.034ft
Track Width	8.420ft
Lock-to-lock time	6.00s
Max Wheel Angle	49.00°

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT

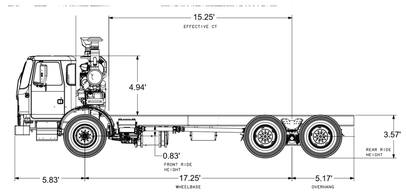
Xpeditor ACX 6X4 TYPICAL — REVERSE MOVEMENT

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT AFTER STAGING



XPEDITOR ACX 6X4 TRUCK; GARBAGE PICKUP VEHICLE TRACKING EXHIBIT - EAST BAY 2

1" = 20'



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Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT

Xpeditor ACX 6X4 TYPICAL — REVERSE MOVEMENT

Xpeditor ACX 6X4 TYPICAL — FORWARD MOVEMENT AFTER STAGING

NAVIX
SITE | CIVIL
11235 s.e. 6th street | suite 150 bellevue, wa 98004
t: 425.453.9501 | f: 425-453-8208 www.navixeng.com

0 10 20 40
SCALE: 1 inch = 20 ft.

CLIENT/OWNER

FANA GROUP OF COMPANIES

PROJECT NAME

FOUR 106

NAVIX PROJECT NUMBER: 50-000-000

PROJECT ADDRESS

325-350 106TH AVE NE BELLEVUE, WA 98004

STAMP

REVISIONS

REV	ISSUED FOR:	DATE

811

SECTION, TOWNSHIP, RANGE:

SECTION 32, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M.

PROJECT TEAM

REVIEWED BY: J. TAFLIN
DESIGNED BY: T. LOUDON

SHEET NAME

PH2 TRASH TURNING MOVEMENTS

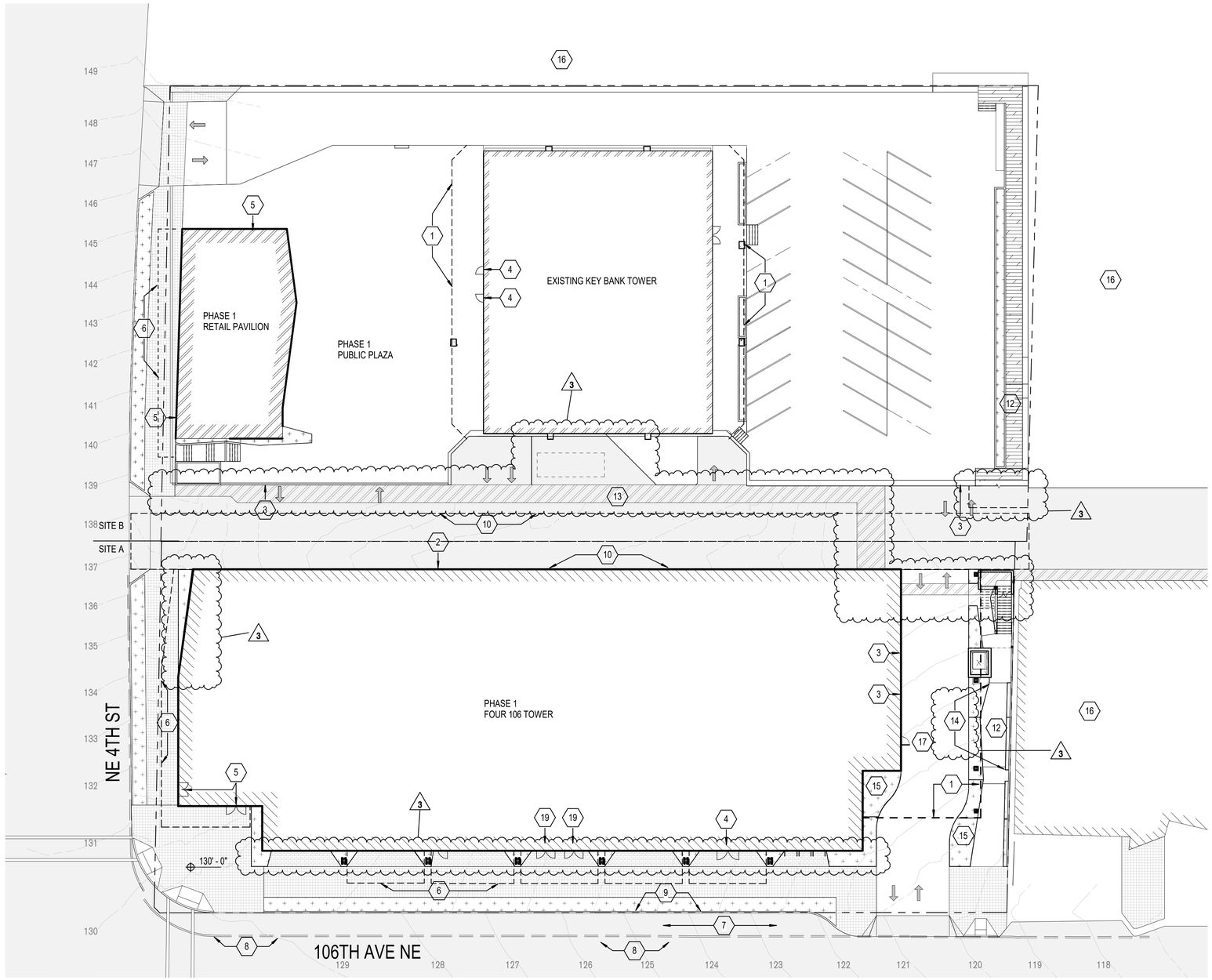
SHEET NUMBER

2

B:\Washington\Bellevue\Fana Group\FANA Four 106 Office\20rawings\BEFA_C8.03V MDP.dwg Feb 10, 2021 - 11:33am

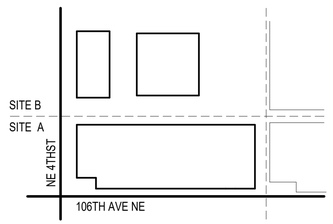
ATTACHMENT F

(Selected sheets: see Project File for complete set of drawings)



KEYNOTES

1. BUILDING OVERHANG ABOVE
2. LOADING DOCK, TRASH AREA
3. SECURE GARAGE DOORS TO BELOW GRADE PARKING
4. ENTRANCE TO COMMONS
5. ENTRANCE TO RETAIL
6. CANOPY
7. RIGHT OF WAY EXPANSION PROPOSED
8. EXISTING CURB LINE
9. PROPOSED CURB LINE
10. NO-BUILD EASEMENT: FIRE SEPARATION LINE 13' - 0" EAST OF ALLEY CENTER LINE
11. PEDESTRIAN CROSSWALK PER TRANSPORTATION DRAWINGS
12. THROUGH-BLOCK CONNECTOR
13. 4' - 6' WIDE STRIPED ALLEY WALKWAY
14. HANDRAIL ALONG PEDESTRIAN RAMP WITH BUILT-IN LIGHTING
15. PLANTER
16. EXISTING BUILDING
17. ENTRANCE TO FIRE COMMAND CENTER
18. ENHANCED STREETSCAPE
19. ENTRANCE TO LOBBY



PHASE 1 LEGEND

1 PHASE 1 SITE PLAN

1" = 20'-0"

0' 5' 10' 20' 40'

MARK	DATE	REVISION
	11/22/2019	MDP/ADR Submittal
1	05/01/2020	MDP/ADR Cycle 2 Submittal
2	08/28/2020	MDP/ADR Cycle 3 Submittal
3	02/19/2021	MDP/ADR Cycle 4 Submittal

ISSUED

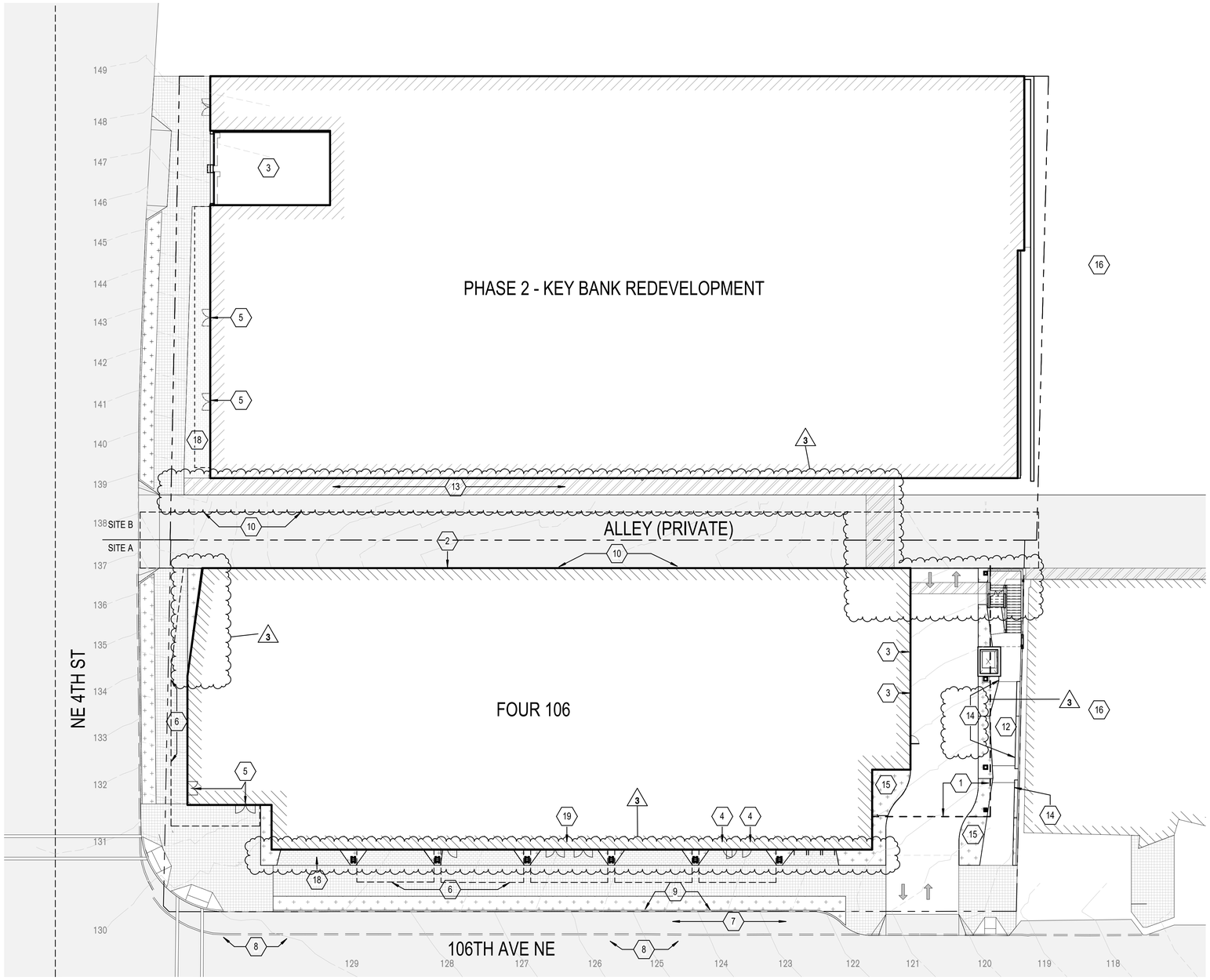
Fana Group of Companies
10655 NE 4TH STREET, SUITE 700
BELLEVUE, WA 98004 - 425.505.2500
OWNER

Four 106
MDP/ADR
PROJECT NAME

CollinsWoerman
710 SECOND AVENUE, SUITE 1400
SEATTLE, WA 98104 - 206.245.2100
ARCHITECT

PH 1 SITE PLAN
SHEET NAME

AG2.1
SHEET NUMBER



KEYNOTES

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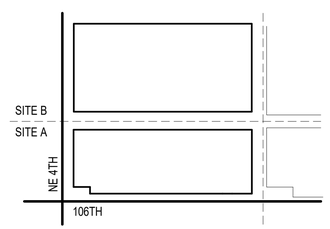


PHASE 2 LEGEND

1 PHASE 2 SITE PLAN

1" = 20'-0"

0' 5' 10' 20' 40'

MARK	DATE	REVISION
	11/22/2019	MDP/ADR Submittal
1	05/01/2020	MDP/ADR Cycle 2 Submittal
2	08/28/2020	MDP/ADR Cycle 3 Submittal
3	02/19/2021	MDP/ADR Cycle 4 Submittal

ISSUED

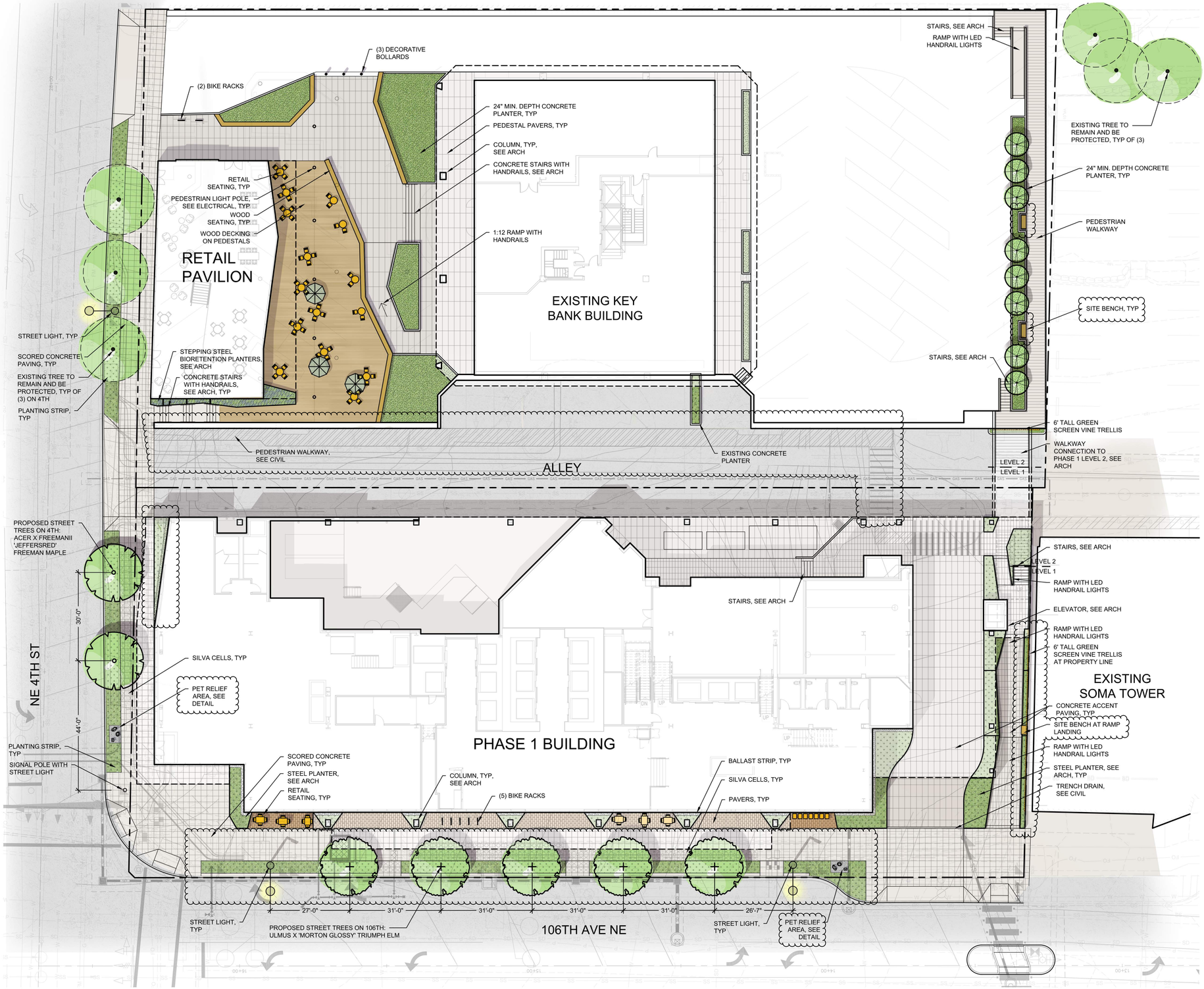
Fana Group of Companies
10655 NE 4TH STREET, SUITE 700
BELLEVUE, WA 98004 - 425.505.2500
OWNER

Four 106
MDP/ADR
PROJECT NAME

CollinsWoerman
710 SECOND AVENUE, SUITE 1400
SEATTLE, WA 98104 - 206.245.2100
ARCHITECT

PH 2 SITE PLAN
SHEET NAME

AG2.2
SHEET NUMBER



MATERIALS & FINISHES LEGEND

SYMBOL	DESCRIPTION
	SCORED CONCRETE PAVING: 1/4" SAW CUT JOINTS, LIGHT/MEDIUM SAND BLAST FINISH
	1'X2' OR 2'X4' CONCRETE ACCENT PAVING: 1/4" SAW CUT JOINTS, WITH HEAVY SAND BLAST FINISH
	4"X12" PAVERS, STEPSTONE NARROW MODULAR PAVERS OR SIMILAR
	2'X4' PEDESTAL PAVERS
	WOOD DECKING ON PEDESTALS
	BALLAST ROCK
	SHRUB PLANTING, SEE PLANTING PLAN
	STEEL PLANTER WITH SHRUB PLANTING, SEE ARCH
	STEEL BIORETENTION PLANTER, SEE ARCH
	CONCRETE PLANTER WITH SHRUB PLANTING
	24" MIN. DEPTH CONCRETE PLANTER WITH LIGHTWEIGHT SOIL AND SHRUB PLANTING
	FURNITURE, FF&E
	BIKE RACK: BOLA BIKE RACK BY LANDSCAPE FORMS
	BUILT-IN WOOD SEATING
	PEDESTRIAN LIGHT POLE, SEE ELECTRICAL
	DECORATIVE BOLLARD
	GREEN SCREEN
	PET RELIEF AREA: 6" DEPTH WASHED ROCK OVER NON WOVEN WEED BARRIER FILTER FABRIC WITH 24" DIAMETER FEATHER BOULDERS. SEE DETAIL AND SPECIFICATIONS. INSTALL GREEN DOG WASTE STATION WITH ONEPUL® BAG SYSTEM (DEPOT-022-G)

NOTES

1. SEE L5.0 SHEETS FOR GREEN AND SUSTAINABILITY FACTOR CALCULATIONS.
2. FINAL LOCATION AND PLANTING OF STREET TREES MUST BE APPROVED BY CITY OF BELLEVUE PARKS AND RECREATION.
3. ALL NEW LANDSCAPE AREAS WILL BE IRRIGATED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM.
4. WHERE GROUNDCOVER IS INDICATED, IT SHALL BE PLANTED AT THE SPECIFIED SPACING THROUGHOUT THE BED, INCLUDING AREAS UNDERNEATH TREES AND SHRUBS. START FIRST ROW 10" FROM EDGE OF BED.
5. NO PLANTING SHALL OCCUR WITHIN 24" OF NEW TREES, OR WITHIN 48" OF EXISTING TREES. FIELD-ADJUST SHRUBS AND GROUNDCOVER AS REQUIRED.
6. REFER TO CIVIL DEMOLITION DRAWINGS AND SPECIFICATIONS FOR REMOVAL REQUIREMENTS OF EXISTING VEGETATION.
7. REFER TO CIVIL PLANS FOR PROTECTION FENCING AROUND EXISTING TREES.
8. REFER TO CIVIL PLANS FOR NEW UTILITY WORK.
9. REFER TO PLANTING AND SEEDING SPECIFICATION FOR ADDITIONAL REQUIREMENTS.

SOIL VOLUME

SOIL VOLUME FOR STREET TREES AS REQUIRED PER 2016 ENVIRONMENTAL BEST MANAGEMENT PRACTICES MANUAL PAGE 90.

ALL SOIL CELLS TO BE 2' CLEAR FROM ALL COB UTILITIES. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR FOR REVIEW AND APPROVAL BY COB PARKS AND LANDSCAPE ARCHITECTS PRIOR TO INSTALLATION.

STREET TREES ON NE 4TH ST:
REQUIRED: 1,050 CUBIC FEET (CUFT) OF SOIL PER LARGE TREE FOR TREE SHARING A CONTINUOUS PLANTING STRIP.
2,100 CUFT REQUIRED (2 LARGE TREES X 1,050 CUFT)

PROVIDED AT SOIL CELLS: (24) 3X (3-LAYER TYPE) CELLS AT 39.28 CUBIC FEET (CUFT) PER 3X CELL = 942 CUFT PROVIDED IN THE CELLS.

PROVIDED AT PLANTING STRIP: 1,179 CUFT OF SOIL PROVIDED (393 SF X 3' DEPTH)

TOTAL SOIL VOLUME PROVIDED: **2,121 CUFT**

STREET TREES ON 106 AVE NE:
REQUIRED: 1,050 CUBIC FEET (CUFT) OF SOIL PER LARGE TREE FOR TREE SHARING A CONTINUOUS PLANTING STRIP.
5,250 CUFT REQUIRED (5 LARGE TREES X 1,050 CUFT)

PROVIDED AT SOIL CELLS: (78) 3X (3-LAYER TYPE) CELLS AT 39.28 CUBIC FEET (CUFT) PER 3X CELL = 3,063 CUFT PROVIDED IN THE CELLS.

PROVIDED AT PLANTING STRIP: 2,220 CUFT OF SOIL PROVIDED (740 SF X 3' DEPTH)

TOTAL SOIL VOLUME PROVIDED: **5,283 CUFT**

SCALE: 1/16"=1'-0"

0' 8' 16' 32' 64'

N

STATE OF WASHINGTON · NICHOLAS P HAGAN · LANDSCAPE ARCHITECT · WA 753 EXP. 4/17/2020

MARK	DATE	REVISION
	11/22/2019	MDP/ADR Submittal
1	05/01/2020	MDP/ADR Cycle 2 Submittal
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3	02/19/2021	MDP/ADR Cycle 4 Submittal

ISSUED

Fana Group of Companies
10655 NE 4TH STREET, SUITE 700
BELLEVUE, WA 98004 - 425.505.2500
OWNER

Four 106
MDP/ADR
PROJECT NAME

WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST SEATTLE WA 98112
206-322-1732
WWW.WDGINC.COM
CONSULTANT

PHASE 1
LANDSCAPE PLAN
STREET
SHEET NAME

MDP
L1.0
SHEET NUMBER

MATERIALS & FINISHES LEGEND

SYMBOL	DESCRIPTION
	SCORED CONCRETE PAVING: 1/4" SAW CUT JOINTS, LIGHT/MEDIUM SAND BLAST FINISH
	1'X2' OR 2'X4' CONCRETE PAVING ACCENT BANDS: 1/4" SAW CUT JOINTS, WITH HEAVY SAND BLAST FINISH
	4"X12" PAVERS, STEPSTONE NARROW MODULAR PAVERS OR SIMILAR
	SHRUB PLANTING, SEE PLANTING PLAN
	STEEL PLANTER WITH SHRUB PLANTING, SEE ARCH
	CONCRETE PLANTER WITH SHRUB PLANTING
	FURNITURE, FF&E
	BIKE RACK: BOLA BIKE RACK BY LANDSCAPE FORMS
	GREEN SCREEN

NOTES

1. SEE L5.0 SHEETS FOR GREEN AND SUSTAINABILITY FACTOR CALCULATIONS.
2. FINAL LOCATION AND PLANTING OF STREET TREES MUST BE APPROVED BY CITY OF BELLEVUE PARKS AND RECREATION.
3. ALL NEW LANDSCAPE AREAS WILL BE IRRIGATED WITH AN AUTOMATIC WATER CONSERVING IRRIGATION SYSTEM.
4. WHERE GROUNDCOVER IS INDICATED, IT SHALL BE PLANTED AT THE SPECIFIED SPACING THROUGHOUT THE BED, INCLUDING AREAS UNDERNEATH TREES AND SHRUBS. START FIRST ROW 10" FROM EDGE OF BED.
5. NO PLANTING SHALL OCCUR WITHIN 24" OF NEW TREES, OR WITHIN 48" OF EXISTING TREES. FIELD-ADJUST SHRUBS AND GROUNDCOVER AS REQUIRED.
6. REFER TO CIVIL DEMOLITION DRAWINGS AND SPECIFICATIONS FOR REMOVAL REQUIREMENTS OF EXISTING VEGETATION.
7. REFER TO CIVIL PLANS FOR PROTECTION FENCING AROUND EXISTING TREES.
8. REFER TO CIVIL PLANS FOR NEW UTILITY WORK.
9. REFER TO PLANTING AND SEEDING SPECIFICATION FOR ADDITIONAL REQUIREMENTS.

SOIL VOLUME

SOIL VOLUME FOR STREET TREES AS REQUIRED PER 2016 ENVIRONMENTAL BEST MANAGEMENT PRACTICES MANUAL PAGE 90.

ALL SOIL CELLS TO BE 2' CLEAR FROM ALL COB UTILITIES. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR FOR REVIEW AND APPROVAL BY COB PARKS AND LANDSCAPE ARCHITECTS PRIOR TO INSTALLATION.

STREET TREES ON NE 4TH ST:
REQUIRED: 1,050 CUBIC FEET (CUFT) OF SOIL PER LARGE TREE FOR TREE SHARING A CONTINUOUS PLANTING STRIP.
2,100 CUFT REQUIRED (2 LARGE TREES X 1,050 CUFT)

PROVIDED AT SOIL CELLS: (24) 3X (3-LAYER TYPE) CELLS AT 39.28 CUBIC FEET (CUFT) PER 3X CELL = 942 CUFT PROVIDED IN THE CELLS.

PROVIDED AT PLANTING STRIP: 1,179 CUFT OF SOIL PROVIDED (393 SF X 3' DEPTH)

TOTAL SOIL VOLUME PROVIDED: **2,121 CUFT**

STREET TREES ON 106 AVE NE:
REQUIRED: 1,050 CUBIC FEET (CUFT) OF SOIL PER LARGE TREE FOR TREE SHARING A CONTINUOUS PLANTING STRIP.
5,250 CUFT REQUIRED (5 LARGE TREES X 1,050 CUFT)

PROVIDED AT SOIL CELLS: (50) 3X (3-LAYER TYPE) CELLS AT 39.28 CUBIC FEET (CUFT) PER 3X CELL = 1,964 CUFT PROVIDED IN THE CELLS.

PROVIDED AT PLANTING STRIP: 3,291 CUFT OF SOIL PROVIDED (1,097 SF X 3' DEPTH)

TOTAL SOIL VOLUME PROVIDED: **5,255 CUFT**

SCALE: 1/16"=1'-0"
0' 8' 16' 32' 64'
N

STATE OF WASHINGTON
NICHOLAS P HAGAN
WD 753 EXP. 4/17/2022
LANDSCAPE ARCHITECT

MARK	DATE	REVISION
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WEISMANDESIGNGROUP
LANDSCAPE ARCHITECTURE
2329 E MADISON ST SEATTLE WA 98112
206-322-1732
WWW.WDGINC.COM
CONSULTANT

PHASE 2
LANDSCAPE PLAN
STREET
SHEET NAME

MDP
L1.1
SHEET NUMBER